OUR 10 TOP PICKS P. 6 | SAFEST USED CARS

TESLA CYBERTRUCK

CR Consumer Reports®

APRIL 2025

438 MODELS RATED/ REVIEWED

FORD MAVERICK HYBRID

2025 AUTO ISSUE

BEST & WORST

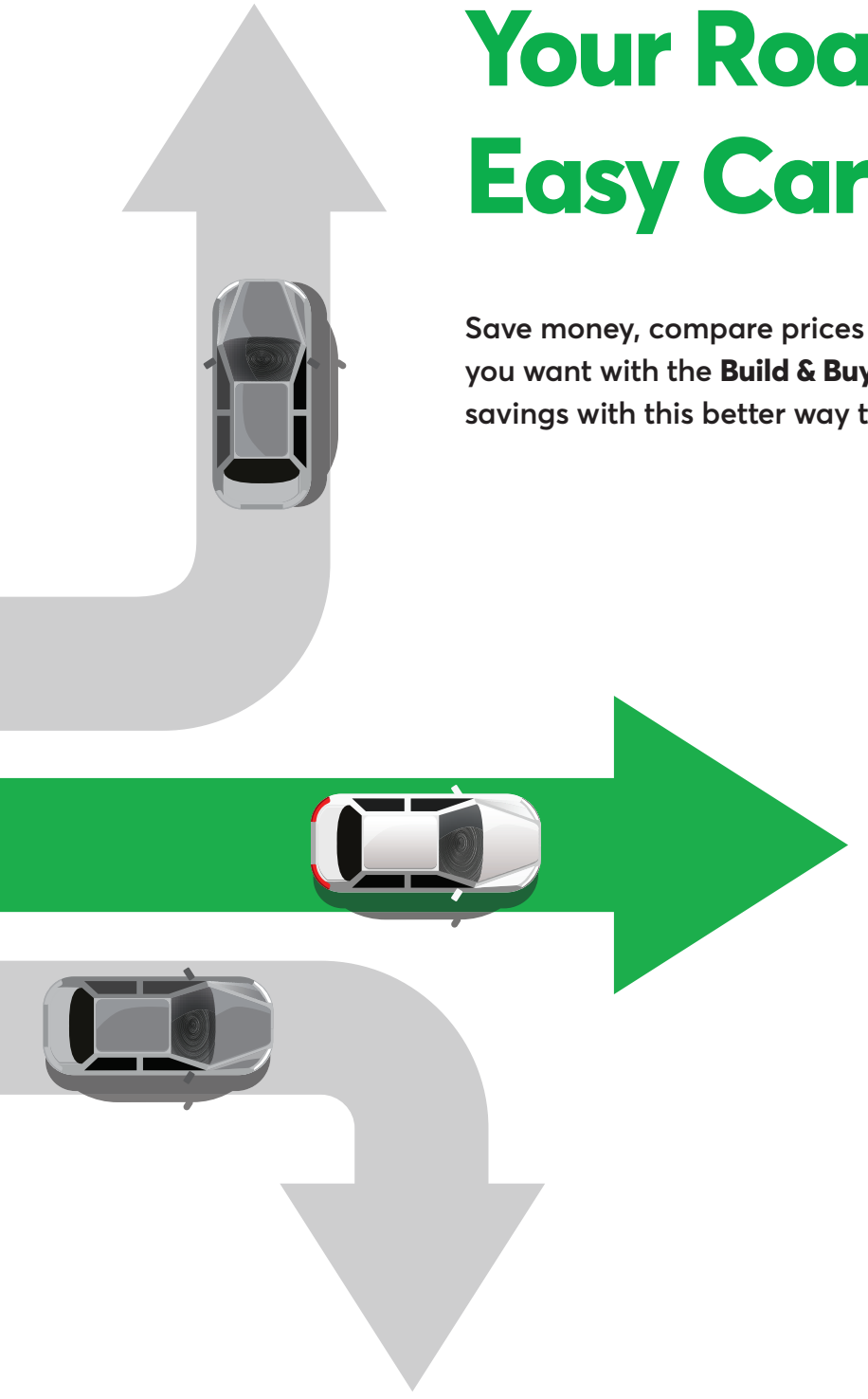
CARS, TRUCKS & SUVs

DODGE CHARGER DAYTONA EV

SUBARU FORESTER

- RELIABILITY WINNERS
- PAY LESS FOR YOUR INSURANCE

Your Road Map to Easy Car Shopping



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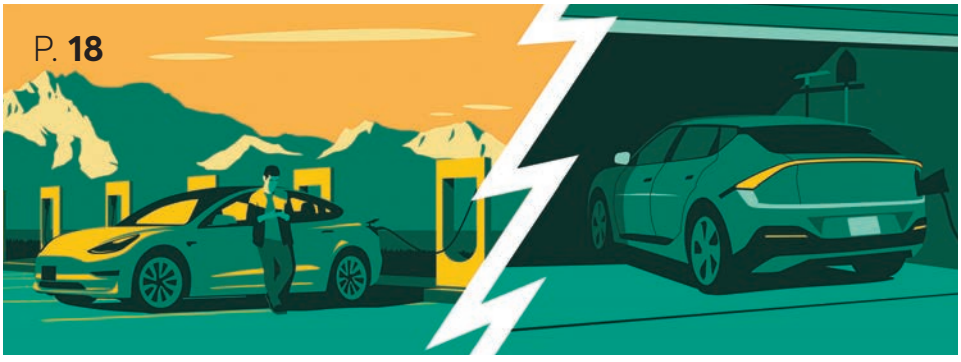

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438 MODELS
RATED / REVIEWED

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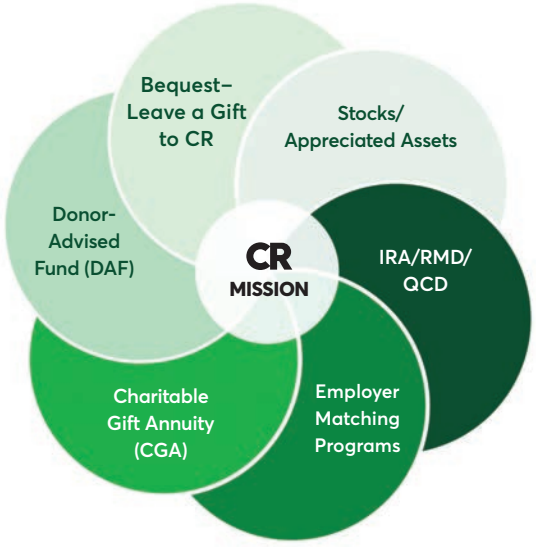

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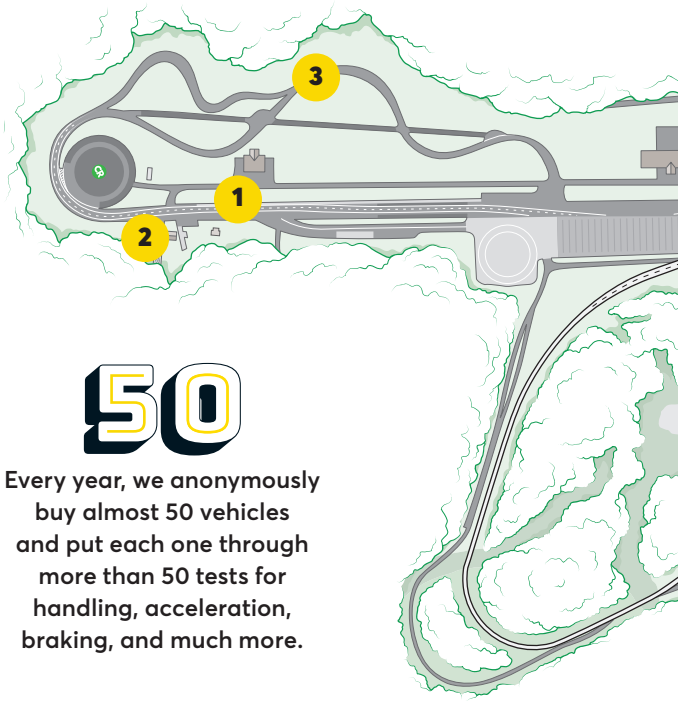
HOW WE TEST

FOR EVERY NEW VEHICLE we purchase for testing, our team of experts log thousands of miles on public roads and highways. To push each car to its limits in a safe environment, we also drive it on the track at our 327-acre Auto Test Center in Colchester, Conn.

This year, we completed an extensive $2.3 million repaving project covering nearly every surface at our facility, or about 6 miles of road. Repaving our track helps ensure that test conditions–including those for acceleration and handling–remain consistent so that our results are comparable, year after year.

CR also has a team of analysts who review hundreds of thousands of data points from our annual member surveys to predict how reliable and satisfying new vehicles will be. You'll find these predictions and the results of all our tests in our ratings charts, beginning on page 36.



50

Every year, we anonymously buy almost 50 vehicles and put each one through more than 50 tests for handling, acceleration, braking, and much more.

HANDLING ROAD CONDITIONS

To evaluate each vehicle's performance in challenging situations, we duplicate scenarios that drivers might encounter on the road. This includes our avoidance maneuver test, which simulates swerving quickly to avoid another vehicle or obstacle. We also drive vehicles around our twisty road course to judge how each car handles itself when pushed hard through slow and fast corners.

SAFER SWERVING In our avoidance maneuver test, drivers weave through lanes of cones. A higher speed indicates greater grip and control. Below, we've ranked some of the fastest and slowest recently tested vehicles.

FASTEST	
Buick Envista	**58.5 mph**
Tesla Model S	**58.0 mph**
Toyota Corolla Cross	**58.0 mph**
SLOWEST	
Toyota Sequoia	**44.5 mph**
Ram 1500	**47.0 mph**
Lexus GX	**47.5 mph**

EVALUATING EVs

To provide the most useful, up-to-date advice for today's car buyers, we've been purchasing more electric and plug-in hybrid electric vehicles for our test fleet and added 10 more Level 2 charging stations, for a total of 28. This enables us to keep cars charged up for tests like our highway-range check, where we drive each EV on a loop at a constant 70 mph until the battery is depleted. With this test, buyers will know how far they can drive on a road trip. For more on EV charging, see page 18.

Learn more about how CR tests cars at **CR.org/autotest**.

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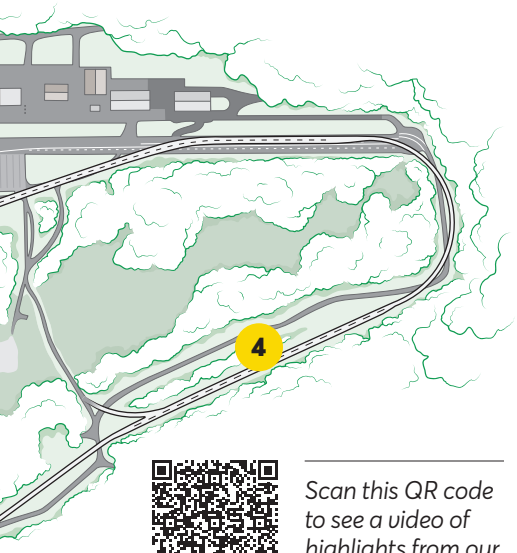

Scan this QR code to see a video of highlights from our Auto Test Center.

OUR 327-ACRE TEST TRACK

Evaluations take place at our Auto Test Center in Colchester, Conn.

1. Here's where we conduct braking tests, going from 60 to 0 mph on dry and wet surfaces.

2. We drive SUVs and pickups that are designed for off-road use up our rock hill to test their 4WD systems, ground clearance, and traction.

CHECKING CARGO SPACE

We examine each vehicle's cargo capacity as part of our road-test score. For SUVs, wagons, and minivans, we use a special pipe box that expands until it just fits through the rear opening, giving us a true measurement of how large an object you can squeeze inside. For cars with a trunk, we check how many suitcases and duffel bags can fit. For pickup trucks, we measure the volume of the bed.

3. The city portion of CR's fuel-economy testing takes place here, on our road course.

4. This 1.5-mile loop challenges advanced driver assistance systems like lane centering assistance and adaptive cruise control.

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AUTO ISSUE 2025

TOP PICKS

These are the 10 cars, SUVs, and trucks that shine brightest in our tests.

BY JEFF S. BARTLETT

BUYING A NEW CAR can be exciting—and overwhelming. There are more than 260 models available today, each with a range of features and specifications to consider. But CR's annual Top Picks can help you make a smart choice.

Each vehicle on our list achieved exceptional results in road-test performance and safety. We also factored in predicted reliability and owner satisfaction. Plus, all Top Picks come standard with low-speed automatic emergency braking with pedestrian detection, as well as highway-speed AEB—vital features to get on your next car.

We have selected models from popular categories, spanning compact cars to midsized luxury SUVs. This year's group includes four hybrids, three plug-in hybrid electric vehicles (PHEVs), and one electric vehicle.

Subaru and Toyota dominate our list with practical and appealing models. Several of last year's Top Picks earned spots on our list again, but we also welcome newcomers like the Nissan Sentra, at right. Read on to learn why these special 10 models earned our highest honor for 2025.

▲NISSAN SENTRA

ELECTRIC VEHICLE

TESLA MODEL Y

$44,990-$51,490

ELECTRIC
73
OVERALL SCORE

RELIABILITY

311[E] RANGE

TESLA'S MODEL Y electric SUV shares many virtues with its sibling, the Model 3 sedan: long driving range, thrilling performance, and access to the expansive Tesla Supercharger network. But the Model Y's hatchback body style gives it an edge, with more interior room and cargo space than the 3. Acceleration is otherworldly, with instantaneous response at any speed. Quick steering and taut suspension make the car feel eager to tackle turns. Combined, these dynamic characteristics make it drive more like a sports car than an SUV. The uncluttered cabin, devoid of a traditional instrument panel, has a modern aesthetic—but accessing common features like audio and climate controls through the large central screen is distracting, as are the steering wheel controls. Overall, though, this green machine is both practical and entertaining.

SMALL CAR

NISSAN SENTRA

$21,590-$24,590

GAS
78
OVERALL SCORE

RELIABILITY

32 MPG

THE SENTRA is an exceptional value. It comes with more standard active safety features than some higher-priced rivals and earned a strong road-test score for its comfortable ride, nimble handling, great fuel economy, and relatively roomy cabin. The controls are intuitive—infotainment and climate interfaces are models of simplicity. Nissan also now includes three free oil changes during the first two years of ownership. Altogether, the Sentra is proof that you can still find a good all-around new car for under $25,000. If you want premium touches like leather upholstery, numerous upgrades are available.

PHOTOS: PREVIOUS SPREAD AND THIS SPREAD: MANUFACTURERS

"E" means EPA-estimated range.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

MIDSIZED CAR

TOYOTA CAMRY

$28,700-$36,425

HYBRID
82
OVERALL SCORE

RELIABILITY

48 MPG

TOYOTA REDESIGNED the Camry for 2025. Improvements throughout made this popular, efficient sedan an obvious choice to return to our Top Picks list. It remains comfortable, practical, and user-friendly, and has the brand's latest infotainment system and tasteful, soft-touch interior surfaces. The Camry is now offered solely as a hybrid, and based on its performance in our tests, that's a good thing. It's even more fun to drive, striking a fine balance between sharp handling and a smooth ride. The hybrid powertrain benefits from a 17-hp increase over the last generation, while gaining 1 mpg in our tests, for 48 mpg overall. As an added benefit, all-wheel drive is available on all trims.

SUBCOMPACT SUV

SUBARU CROSSTREK

$25,810-$32,610

GAS
80
OVERALL SCORE

RELIABILITY

29 MPG

THE CROSSTREK is designed for both urban touring and wilderness adventure. It offers an excellent ride, good fuel economy, standard all-wheel drive, and a high ground clearance that makes it able to handle rougher roads. It's easy to get into and out of. Both the front and rear seats are comfortable and supportive, and the physical and touchscreen controls are mostly user-friendly. For 2025, only the base trim has the weak 152-hp, 2.0-liter four-cylinder engine. All other versions have the peppier 182-hp, 2.5-liter four-cylinder that we prefer. The EyeSight suite of active safety and driver assistance systems is standard on the Crosstrek. BSW and RCTW are available only above the base trim. A 2026 hybrid (non-plug-in) version debuts in the fall with more power and improved fuel economy.

COMPACT SUV

SUBARU FORESTER

$29,810-$39,995

GAS
93
OVERALL SCORE

RELIABILITY

29 MPG

LONG A PRACTICAL choice among compact SUVs, the Forester was redesigned for 2025 and is now better than ever. The makeover added refinements throughout the cabin, without straying from the winning formula that has made the Forester a regular among CR's Top Picks. It is still roomier than it appears, with easy access, great visibility, a compliant ride, outstanding fuel economy, and standard all-wheel drive. Plus, it has a quieter cabin and more cargo space than the previous model—both welcome improvements. The four-cylinder engine gained some torque, giving the Forester a bit more oomph, and it increased efficiency by 1 mpg, to 29 mpg overall. (A hybrid version will join the ranks later in the year.)

FUEL-EFFICIENT SUV

TOYOTA RAV4 PHEV

$43,865-$47,735

PHEV
88
OVERALL SCORE

RELIABILITY

34 MPG 42[E] RANGE

THIS COMPACT PLUG-IN hybrid SUV (formerly known as Prime) is the best version of Toyota's popular RAV4. It's a great solution for drivers who like performance—with a lively 302 hp, this model moves swiftly from 0 to 60 mph in just 6.3 seconds—and efficiency. Its key trick is that the rechargeable battery has a significant electric range of up to 42 miles. It takes just 2.5 hours to replenish the battery via a 240-volt home charging system, or 12 hours with a simple household 120-volt outlet. As a bonus, we like the PHEV's ride quality better than that of other RAV4 versions and BSW is standard. As good as the RAV4 Hybrid is, the PHEV feels like a higher-caliber vehicle.

LUXURY COMPACT SUV

LEXUS NX350H NX450H+

$45,425-$62,330

HYBRID
83
OVERALL SCORE

RELIABILITY

38 MPG

PHEV
83
OVERALL SCORE

RELIABILITY

35 MPG 37[E] RANGE

LUXURY MIDSIZED SUV

BMW X5/ X5 PHEV

$66,300-$90,850

GAS
87
OVERALL SCORE

RELIABILITY

23 MPG

PHEV
83
OVERALL SCORE

RELIABILITY

21 MPG 39[E] RANGE

EVERYTHING ABOUT the X5 says "premium." This well-rounded vehicle has an exceptionally quiet and richly finished cabin with supportive seats suitable for daylong trips. Both powerful and efficient, the base X5 delivers swift acceleration (0 to 60 mph in 6 seconds) and returns 23 mpg overall—among the highest fuel economy in its peer group. The plug-in hybrid version heightens this efficiency with an electric-only range of up to 39 miles, bringing real energy cost savings to drivers who routinely travel locally and have convenient access to charging. Once the battery is depleted, the PHEV gets 21 mpg. With either powertrain, the finely tuned suspension provides a composed ride and athletic, confidence-inspiring handling that further sets the engaging X5 apart from its luxury rivals.

PHOTOS: MANUFACTURERS (5)

"E" means EPA-estimated range.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

LEXUS PACKS A LOT of goodness into this compact SUV. The well-equipped NX has a cabin that pampers its occupants with premium touches, like plush seats, and a straightforward infotainment system—except for the touchscreen-only climate controls. The best versions are the hybrids. Both have a refined-but-firm ride, quick steering, and capable handling. The NX350h is a traditional hybrid that delivers an impressive 38 mpg overall. For peak efficiency, the NX450h+ plug-in hybrid has a 37-mile electric-only range, and once the battery is depleted, it gets a nice 35 mpg on gas alone. (Recharge time is about 3 hours using a 240-volt charger.)

MIDSIZED SUV

✓ TOYOTA HIGHLANDER HYBRID

$46,020-$53,675

HYBRID
81
OVERALL SCORE

RELIABILITY

35 MPG

THE HIGHLANDER HYBRID is a unicorn among midsized SUVs: It combines three-row capacity with fuel economy that rivals the most efficient compact SUVs. With standard all-wheel drive, the hybrid returned 35 mpg overall in our tests. That's enough to take an epic near-600-mile road trip before refueling. (If most of those miles are on highways, you'll get up to 41 mpg.) Along the way, passengers will enjoy the comfy rear seats and compliant ride, while the driver will appreciate the responsive handling and abundance of active safety features. This repeat Top Picks winner remains a smart, versatile vehicle. (If you need efficiency but more space, the even larger Grand Highlander Hybrid is worth considering.)

SMALL PICKUP

✓ FORD MAVERICK/ MAVERICK HYBRID

$26,550-$40,350

GAS
74
OVERALL SCORE

RELIABILITY

23 MPG

HYBRID
69
OVERALL SCORE

RELIABILITY

37 MPG

THE MAVERICK is a fun, frugal small truck that is equally ready for a run to the hardware store, commuting duty, or a weekend escape with friends. For its size, the interior is quite comfortable, with easy access, simple controls, and decent passenger space. The 250-hp turbocharged four-cylinder is reasonably peppy while returning 23 mpg overall. The 191-hp hybrid version of this truck is the real draw: Our front-wheel-drive model achieved a stunning 37 mpg overall in our tests. (An all-wheel-drive hybrid is available for 2025.) The Maverick even has a refined ride for a truck, and its compact size makes it simple to maneuver. Overall, this freshened pickup is an appealing alternative to many of today's high-priced full-sized models.

AUTO ISSUE 2025

THE BEST & WORST LISTS

Best New Cars Under $35,000

The average price paid for a new car has risen to nearly $50,000. But you don't have to spend that much: There are great cars and SUVs available for less than $35,000. Here are 50 excellent choices, ranked by Overall Score within their categories. These are all strong-performing, reliable, CR Recommended models that come standard with safety features such as automatic emergency braking with pedestrian detection.

Hyundai Elantra Hybrid

SMALL CARS

- **Hyundai** Elantra Hybrid
- **Subaru** Impreza
- **Nissan** Sentra
- **Mazda**3
- **Toyota** Prius
- **Toyota** Corolla
- **Toyota** Corolla Hybrid
- **Kia** Soul
- **Toyota** Corolla Hatchback
- **Kia** Niro
- **Honda** Civic
- **Hyundai** Elantra
- **Buick** Envista
- **Nissan** Versa
- **Hyundai** Venue

THE MOST & LEAST SATISFYING NEW MODELS

Will you still love your car years after you buy it? That's what our owner satisfaction ratings can help you determine. We asked CR members if they would definitely pick the same car if they had a chance to do it all over again, considering its performance, fuel efficiency, luxurious interior, and roominess. We also asked about any shortcomings, such as complicated controls. Choosing a highly satisfying model from our list can put you on the road to happiness.

PERCENTAGE OF OWNERS WHO WOULD BUY THEIR VEHICLE AGAIN

Chevrolet Corvette	**Rivian** R1T	**Chevrolet** Equinox EV	**Lincoln** Nautilus	**Rivian** R1S
92%	88%	88%	86%	84%
Lexus NX PHEV	**Lexus** ES Hybrid	**Toyota** RAV4 PHEV	**BMW** X5	**BMW** i4
84%	84%	83%	83%	83%

Honda CR-V

MIDSIZED CARS

- **Toyota** Camry
- **Subaru** Legacy
- **Honda** Accord Hybrid
- **Honda** Accord
- **Hyundai** Sonata Hybrid
- **Kia** K5
- **Nissan** Altima

SPORTS CARS

- **Mazda** MX-5 Miata
- **Subaru** WRX
- **Subaru** BRZ
- **Toyota** GR86
- **Honda** Civic Si

SUBCOMPACT SUVs

- **Subaru** Crosstrek
- **Toyota** Corolla Cross Hybrid
- **Honda** HR-V
- **Chevrolet** Trailblazer
- **Mazda** CX-30
- **Toyota** Corolla Cross
- **Hyundai** Kona
- **Kia** Seltos
- **Ford** Bronco Sport
- **Buick** Encore GX

COMPACT SUVs

- **Subaru** Forester
- **Hyundai** Tucson Hybrid
- **Toyota** RAV4 Hybrid
- **Honda** CR-V
- **Mazda** CX-5
- **Hyundai** Tucson
- **Toyota** RAV4
- **Nissan** Rogue
- **Kia** Sportage
- **Kia** Sportage Hybrid
- **Ford** Escape

SMALL PICKUPS

- **Ford** Maverick
- **Ford** Maverick Hybrid

Toyota Corolla Cross Hybrid

Nissan Altima	**Audi** Q8 E-Tron	**Infiniti** QX60	**Toyota** Corolla Cross	**Mercedes-Benz** C-Class
48%	47%	46%	45%	45%
Nissan Sentra	**Mazda** CX-90 PHEV	**Volkswagen** Taos	**Jeep** Compass	**Jeep** Grand Cherokee PHEV
44%	41%	39%	38%	34%

THE MOST & LEAST RELIABLE

We analyze data on more than 300,000 vehicles from our auto surveys to predict the new models that are most likely to be dependable and trouble-free and the ones that could have more problems. If you pick a more reliable model, it will help you avoid being stranded on the side of the road or paying large repair bills in the future.

MOST RELIABLE

Toyota RAV4	86
Toyota Corolla	84
Toyota RAV4 PHEV (Prime)	84
Mazda MX-5 Miata	84
Toyota RAV4 Hybrid	83
BMW i4	82
Hyundai Elantra Hybrid	79
Lexus NX	77
Lexus NX Hybrid	76
Toyota Corolla Hybrid	76
Toyota Prius	76
Ford F-150 Lightning	28
Jeep Wrangler	27
Nissan Frontier	27
Jeep Grand Cherokee L	22
Jeep Grand Cherokee	22
Ford Escape Hybrid	21
Rivian R1T	20
GMC Canyon	15
Chevrolet Colorado	15
Ford F-150 Hybrid	7

LEAST RELIABLE

BEST & WORST GAS MILEAGE

Purchasing a fuel-efficient car will save you money at every fill-up and service visit for years to come. In our chart at right, we've assembled the most fuel-efficient gas-only and hybrid models in several popular categories. To underscore the potential fuel savings, we also included the least-efficient model for each category. The overall mpg figure is based on Consumer Reports' independent tests of popular versions and combines both city and highway performance.

SMALL CARS			
MIDSIZED CARS			
LUXURY SMALL CARS			**Lexus** IS300 22
LUXURY MIDSIZED/ LARGE CARS			**Lexus** LS500 20
SUBCOMPACT SUVs			**Mitsubishi** Eclipse Cross 24
COMPACT SUVs			✓ **Buick** Envision **Dodge** Hornet (2.0T) 23
MIDSIZED 2-ROW SUVs	**Jeep** Wrangler **Ford** Bronco 18		24 ✓ **Subaru** Outback (2.4T) **Mazda** CX-70 (3.3T)
MIDSIZED 3-ROW SUVs	**Dodge** Durango 18		25 ✓ **Kia** Sorento (2.5T)
LUXURY SMALL SUVs	✓ **Porsche** Macan S 19		
LUXURY MIDSIZED SUVs	✓ **Genesis** GV80 18		24 ✓ **Lexus** RX350
LUXURY 3-ROW SUVs	**Cadillac** Escalade 16	✓ **BMW** X7 22	24 ✓ **Lexus** TX500h
SMALL/MIDSIZED PICKUP TRUCKS	**Jeep** Gladiator **Nissan** Frontier 18		24 **Hyundai** Santa Cruz (2.5T)
FULL-SIZED PICKUP TRUCKS	**Chevrolet** Silverado 1500 (5.3L) **GMC** Sierra 1500 (5.3L), **Toyota** Tundra 17	20 **Ford** F-150 Hybrid	23 **Chevrolet** Silverado 1500* **GMC** Sierra 1500*

*Diesel.

Top American Cars

The definition of what it means to be an American vehicle continues to evolve. Detroit's traditional Big Three (Chrysler, Ford, and General Motors), along with BMW, Honda, Hyundai, Subaru, Toyota, and many others, build cars in the U.S. as well as abroad. For this ranking, we focused on companies founded and based in the U.S., including Ford, GM, Stellantis (formerly Chrysler), and Tesla.

LUXURY COMPACT CAR ✓ **Cadillac** CT4	70	OVERALL SCORE
LUXURY COMPACT CAR ✓ **Cadillac** CT5	70	OVERALL SCORE
ELECTRIC CAR ✓ **Tesla** Model 3	70	OVERALL SCORE
SMALL CAR ✓ **Buick** Envista	62	OVERALL SCORE
SPORTS CAR 2-SEAT ✓ **Chevrolet** Corvette	87	OVERALL SCORE
SPORTS CAR 4/5-SEAT ✓ **Ford** Mustang	81	OVERALL SCORE
MINIVAN ✓ **Chrysler** Pacifica	69	OVERALL SCORE

WORSE — BETTER | ✓ CR RECOMMENDED | CR GREEN CHOICE

WORST GAS MPG | BEST GAS MPG | BEST HYBRID MPG

- 28 **Kia** Soul — 36 **Toyota** Corolla — **Toyota** Prius (AWD) 51
- 28 **Subaru** Legacy — 32 **Honda** Accord — **Toyota** Camry 48
- 31 **Acura** Integra, **Audi** A3
- 29 **BMW** 530i — 42 **Lexus** ES300h
- 29 **Subaru** Crosstrek — 41 **Toyota** Corolla Cross Hybrid
- 29 **Subaru** Forester — 37 **Toyota** RAV4 Hybrid
- 35 **Toyota** Highlander Hybrid, **Toyota** Grand Highlander Hybrid
- 29 **BMW** X2 — 38 **Lexus** NX350h
- 34 **Lexus** RX350h
- 37 **Ford** Maverick Hybrid (FWD)

SUBCOMPACT SUV **Chevrolet** Trailblazer	68	OVERALL SCORE
COMPACT SUV **Buick** Envision	73	OVERALL SCORE
MIDSIZED 3-ROW SUV **Chevrolet** Traverse	74	OVERALL SCORE
LUXURY COMPACT SUV **Cadillac** XT5	67	OVERALL SCORE
LUXURY 3-ROW SUV **Cadillac** XT6	67	OVERALL SCORE
ELECTRIC SUV **Tesla** Model Y	73	OVERALL SCORE
SMALL PICKUP TRUCK **Ford** Maverick	74	OVERALL SCORE

ILLUSTRATION BY FEDERICO GASTALDI

HIGHEST & LOWEST DESTINATION CHARGES

The nonnegotiable destination charge on new cars covers the cost of transporting the vehicles from the factory to the dealership. For a given model, this price is the same across the country. Be sure to factor these big fees into your budget.

HIGHEST

$2,290
Cadillac Escalade iQ

$2,095
Ford F-150 Lightning

$2,010
Nissan Armada

$2,000
Jeep Wagoneer/ Grand Wagoneer

$1,995
Alfa Romeo; Cadillac Escalade; **Chevrolet** Silverado, Suburban, Tahoe; **Ford** Expedition, F-150, Mach-E; **GMC** Sierra, Yukon, Yukon XL; **Infiniti** QX80; **Lincoln** Navigator; **Ram**

LOWEST

$1,195
Chevrolet Malibu

$1,175
BMW

$1,170
Subaru BRZ, Impreza, Legacy

$1,150
Mercedes-Benz

$1,140
Nissan Altima, Sentra, Versa

$1,135
Toyota (cars only)

$1,095
Buick Envista; **Chevrolet** Trax

$995
Mini

AUTO ISSUE 2025

WHAT'S NEW ... WHAT'S NEXT

These six models will be heading to dealerships near you this year. Each comes with appealing capabilities—prodigious power, extended range, impressive fuel efficiency, heightened luxury—along with the latest technology. As soon as they're available, we'll buy and test them to see if they're as good as they sound. Until then, here's a sneak peek.

BY JEFF S. BARTLETT

▲ Dodge Charger

PRICE **$45,000-$70,000***
ON SALE **Late 2025**

To tempt the next generation of muscle car enthusiasts, Dodge is bringing back the Charger with a choice of electric and gas powertrains. It will also be available in two- and four-door configurations. The all-electric Charger Daytona that's on sale now will be joined by gas-only Charger versions, like the one above. The gas cars will have standard all-wheel drive and a twin-turbocharged inline six-cylinder engine making 420 hp in its base configuration. The step-up option will make 550 hp. In both cases, each engine's output represents a significant increase over the previous Charger's base V6 and V8.

▶ Kia EV3

PRICE **$35,000-$45,000***
ON SALE **Early 2026**

The EV3 is a new front-wheel-drive electric vehicle that's similar in size to the Kia Soul and Niro. Its squared-off exterior shape should help maximize interior space. Based on information for non-U.S. markets, the EV3's batteries will come in two sizes: 58.3 and 81.4 kilowatt-hours, each with a single 150-kilowatt electric motor. Its regenerative braking tech should help efficiency and allow one-pedal driving. The high-tech cabin has two adjacent screens for a nearly 30-inch display.

◀ Lucid Gravity

PRICE **$79,900-$94,900** ON SALE **Early 2025**

The Gravity SUV is Lucid's second vehicle, joining the ultraluxury Air sedan. The first version comes in the top Grand Touring trim, with 828 hp and an EPA-estimated 450-mile range. The California-based automaker says it can replenish up to 200 miles of range in 15 minutes using a 350-kilowatt DC fast charger. The Gravity is available in two-row/five passenger and three-row/seven-passenger configurations. The interior design has a streamlined style, with large screens, ambient lighting, and an oblong steering wheel. The less expensive Touring trim will be available to order in late 2025.

Subaru Forester Hybrid ▶

PRICE **$31,000-$41,000***
ON SALE **Spring 2025**

The Forester, a high-scorer in CR's ratings, will be available for the first time in hybrid form. Electric motors and a lithium-ion battery will augment its 2.5-liter flat-four engine. That hybrid powertrain increases horsepower to 194 compared with 180 for the regular Forester, and Subaru claims 25 percent better city and highway combined fuel economy. Based on what we recorded for the regular Forester, that would put the Hybrid at about 36 mpg overall, which is competitive with other hybrid all-wheel-drive compact SUVs from brands like Toyota and Hyundai.

▲ Hyundai Ioniq 9

PRICE **$62,000-$75,000*** ON SALE **Spring 2025**

Built in the U.S., the family-sized three-row Hyundai Ioniq 9 is the corporate sibling to the Kia EV9. It can be configured as a single-motor/rear-drive or dual-motor/all-wheel-drive model. There's a performance version with a claimed 0-to-60-mph speed near 5 seconds. Maximum towing capacity is 5,000 pounds, enough to pull a boat or small travel trailer. A six-passenger option has second-row captain's chairs that can swivel. There are a number of high-tech features, like a standard active safety suite, adjustable lighting configurations, and a voice assistant.

▼ Cadillac Vistiq

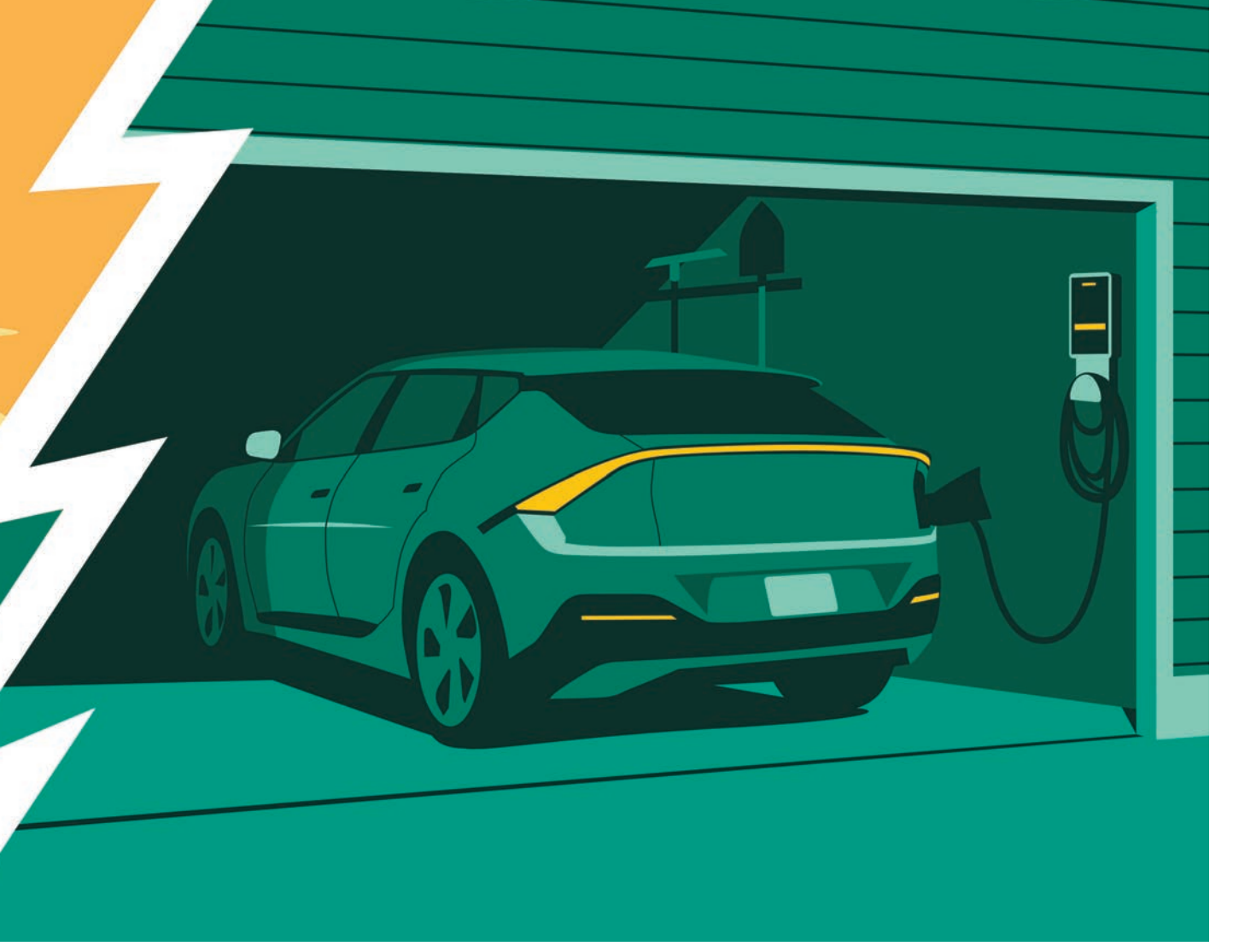
PRICE **$78,790-$97,890**
ON SALE **Summer 2025**

Among Cadillac's electric SUVs, the three-row Vistiq sits between the midsized two-row Lyriq and the full-sized three-row Escalade IQ. The dual-motor Vistiq comes standard with 615 hp and a 102-kilowatt-hour battery. Cadillac says 0-to-60 mph is a brisk 3.7 seconds and range is 300 miles. The Vistiq will be equipped to power a home during a blackout via vehicle-to-home (V2H) technology. Other tech treats include a large 33-inch dashboard and center screen, rear-wheel steering to tighten its turning circle, and the Super Cruise hands-free driver assistance system.

*Estimated price range.

EV POWER GUIDE

Secrets to Getting and Staying Charged



Thinking about buying an EV but afraid you'll be stranded far from a charger? CR's experts have the answers.

BY KEITH BARRY
ILLUSTRATIONS BY
FEDERICO GASTALDI

COMPARED WITH GAS-POWERED CARS, electric vehicles offer lightning-fast acceleration, simpler maintenance, lower ownership costs, and no tailpipe emissions.

But concerns about keeping EVs charged—such as where and when to plug in—keep many potential car buyers from making the switch from gas to electric, according to CR's nationally representative surveys.

Those worries aren't unfounded. Although most modern EVs have a range of over 250 miles on a full battery and the number of public chargers has more than doubled since 2020, charging one still requires more time and planning than filling up a gas tank.

The pros at our Auto Test Center in Colchester, Conn., have been driving and evaluating EVs for more than a decade. Their first piece of advice: If you can't charge at home, an EV might not be for you.

Home charging makes owning an EV infinitely easier, especially in areas of the country where there are few public fast chargers.

So if your homeowners association or landlord won't let you install a charger, or if you park in a shared garage or on the street, you might want to choose a fuel-efficient hybrid vehicle instead.

But if you think an EV may be right for you (or you already have one), CR's pros have plenty of charging intel to share. Here's everything you need to know to stay powered up—at home or on the road—with less hassle.

Powering Up at Home

It's possible to charge an EV from a conventional 120-volt outlet, but that will add only about 3 miles of range per hour, which is far too slow for most people. Unless you don't drive very often or very far, or you live near a reliably available public fast charger, CR's experts recommend installing a Level 2 home charger. These connect to a 240-volt outlet (like the one for a clothes dryer) and typically add around 25 miles of range per hour.

A Level 2 home charger can fully charge most EV batteries in under 10 hours, but few drivers deplete their car's battery every day. "Topping off overnight using a Level 2 charger is convenient and usually cheaper than plugging in at public charging stations," says Gabe Shenhar, associate director of CR's auto test program. It also typically costs less than fueling a similar gas-powered car, though that depends on your local utility rates.

Home EV chargers are sold separately from the vehicle and most range in price from about $350 to $600. "You can find a basic home charger that will suit most needs for under $400," Shenhar says.

Any licensed and insured electrician should be able to install a charger. Installation costs vary greatly–between $550 and $1,380, on average, according to HomeAdvisor. It can climb into thousands of dollars if you need your wiring upgraded or you're installing the charger far from your main electrical panel. Some states, electric companies, and automakers offer rebates on certain chargers or the cost of installation that can total hundreds of dollars in savings.

HOW TO PLUG IN

WITH SO MANY home chargers on the market, it can be hard to know which one to buy. These three are well-priced and have been installed by many CR employees at their own homes. Each one offers features that we've learned are useful from our years of experience charging EVs at our Auto Test Center. These include long cords and the ability to be hard-wired to a higher-amperage circuit for quicker charging. (An electrician can tell you if your home's electrical system can handle this.)

Some are "smart" chargers that allow you to schedule and monitor your car's charging status through a phone app. Smart chargers may qualify for rebates from your electric company and could allow for less expensive off-peak charging in some areas.

No matter which charger you purchase, look for a UL or ETL certification. "If something goes wrong with a charger," says CR's Shenhar, "it could damage your vehicle or even cause a fire."

ChargePoint Home Flex (Hardwired)
$549

If your house has a 50-amp circuit, this smart charger can add 5 to 10 more miles of range per hour compared with the 40-amp version.

Grizzl-E Classic 40a
$350

This no-nonsense 40-amp charger is designed for outdoor installation and harsh weather. The Grizzl-E Smart 40a costs $46 more and allows app-based control.

Tesla Wall Connector
$450

If you drive a Tesla or another vehicle with a Tesla-style plug, Tesla's own charger is compact, easy to use, and can charge at up to 48 amps.

PHOTOS: MANUFACTURERS (EV CHARGERS)

WORSE BETTER | CR RECOMMENDED | CR GREEN CHOICE

EVs WITH THE LONGEST & SHORTEST RANGES

To give you a realistic idea of how far a model can go on a single charge, we put every EV in our ratings through extensive highway-speed range testing. You can see the results of those evaluations for the longest- and shortest-range vehicles (and the CR Recommended models) in the chart below. We've also noted the DC fast charging speed for each vehicle, because faster charging means less waiting when you're on the road.

BEST RANGE

WORST RANGE

	DC FAST CHARGING SPEED	RANGE
Mercedes-Benz EQS	9.5 miles/min.	380 miles
Tesla Model S	15.1 miles/min.	366 miles
Lucid Air	15 miles/min.	344 miles
Tesla Model 3	16.1 miles/min.	334 miles
BMW i4	9.6 miles/min.	318 miles
Tesla Model Y	14.5 miles/min.	311[E] miles
Ford Mustang Mach-E	7.3 miles/min.	299 miles
Porsche Taycan	13.8 miles/min.	295[E] miles
BMW i5	9 miles/min.	295 miles
Kia EV9	8.6 miles/min.	285 miles
Hyundai Ioniq 6	12.2 miles/min.	265 miles
Audi Q4 E-Tron	8.7 miles/min.	258[E] miles
Nissan Ariya	5.6 miles/min.	253 miles
Genesis GV60	11.3 miles/min.	251 miles
Hyundai Kona Electric	5.7 miles/min.	245 miles
Kia Niro EV	4.7 miles/min.	239 miles
Subaru Solterra	5 miles/min.	210 miles
Toyota bZ4X	5 miles/min.	210 miles
Lexus RZ	7.9 miles/min.	202 miles
Fiat 500e	4.6 miles/min.	145 miles

Charging Champs

These three EVs have the winning combination of long highway ranges and impressive charging speeds, so you can drive farther and stop less frequently.

69 OVERALL SCORE

TESLA MODEL 3

$42,490-$54,990

RANGE: **334 miles**

CHARGING SPEED: **16.1 miles/min.**

89 OVERALL SCORE

BMW i4

$52,800-$70,700

RANGE: **318 miles**

CHARGING SPEED: **9.6 miles/min.**

76 OVERALL SCORE

HYUNDAI IONIQ 6

$37,750-$54,500

RANGE: **265 miles**

CHARGING SPEED: **12.2 miles/min.**

Charging speeds shown are peak estimates at DC fast chargers and were provided by manufacturers.
"E" means EPA-estimated range. Highway ranges are for vehicle trim levels tested by CR.

When You're on the Road

Away from home, you'll need to rely on public chargers. Many hotels, restaurants, and shopping centers offer public Level 2 chargers, but they're usually no faster than a home charger and are most practical for adding a few miles while you're getting a meal or for refilling during overnight stops.

If you don't have time to kill, you'll want to look for publicly accessible DC fast chargers, otherwise known as DCFC or Level 3 chargers. Exactly how fast they'll get you on your way again depends on a number of factors, including the model of your car, the outside temperature, and the size of the battery. But most public DC fast chargers are capable of up to 150 kilowatts of power, which typically add about 7 miles of range per minute and a full charge in under an hour.

Some DC fast chargers deliver up to 350 kW of power—but only if the car is designed to accept that level of fast charging. For example, the Kia EV6 can add almost 13 miles of range per minute at a 350 kW charger, while the Toyota bZ4X can add only 5 miles of range per minute whether it's plugged into a 150 kW charger or a 350 kW charger.

DC fast chargers aren't as ubiquitous as gas stations or as quick to use as a gas pump, but they're becoming more common off major highways and at rest stops. Apps such as PlugShare and A Better Routeplanner will help you find them and provide charging speeds and costs. Many in-car navigation systems will do the same. To minimize the hassle, download the apps for various charging networks—Applegreen Electric, ChargePoint, Electrify America, EVgo, Flo, and Tesla—and create accounts with payment information before you hit the road. Wherever you plug in, you'll have to make sure the charger is compatible with your car. (See our guide to plugs and adapters, below.)

THE RIGHT CONNECTIONS

FOR YEARS, the EV charging landscape was divided in two: Tesla and everyone else. Tesla cars used a proprietary plug, now called NACS (North American Charging System), that enabled them to take advantage of Tesla's robust nationwide network of Superchargers as well as non-Tesla chargers using an adapter. Non-Tesla EVs were equipped with different styles of plugs for Level 2 and Level 3 charging that worked only with non-Tesla home and public chargers, such as ChargePoint, Electrify America, and EVgo. That's now changing as nearly every automaker moves to the NACS standard.

Most EVs for sale today will soon be able to charge at Tesla Superchargers using a NACS-to-CCS (Combined Charging System) adapter. Many of them, including those from Ford, GM, Mercedes-Benz, and Rivian, already can. (Third-party adapters are available, but some manufacturers require you to use a factory-authorized model or you risk voiding your vehicle's warranty.) The 2025 Hyundai Ioniq 5 doesn't need an adapter because it has a built-in NACS port, and other new EVs will follow suit.

The Nissan Leaf is a charging outlier. It has an outdated port called CHAdeMO that's not compatible with most public chargers and there isn't an authorized adapter.

In our experience, it's rare for an EV to charge at the maximum rate claimed by the manufacturer. No matter how fast the car charges, it will take significantly longer than filling a gas tank, not counting the time you may need to wait your turn in line. On long drives or road trips, you may want to factor in extra time in case a charger isn't working, it's occupied, or the EV takes longer to charge than you expected.

Charging differs from pumping gas in a few other ways. For instance, an EV charging cord is heavier than the hoses at gas pumps, and you'll probably have to plug it in yourself. (We've rarely seen a staffed, full-service EV charging station.) Because charging ports are in different places on different models, you may have to park awkwardly for the cord to reach the car, especially if you're towing or you're plugging in a non-Tesla at a Supercharger. And if you leave your car parked after charging it, you might automatically incur an idle fee of up to $1 a minute for blocking the space.

LEARN MORE
Scan this QR code to see a complete list of the quickest and slowest charging EVs (both DC fast and Level 2) on CR.org.

ALREADY OWN AN EV?

PUT AN END TO CHARGING ANXIETY

It's easy to obsess over your EV's remaining battery range when you're out and about. These tips can help you charge faster and go farther between charges.

Precondition Your Battery

Many EVs allow drivers to "precondition" the battery while driving by heating it up for quicker charging. That's especially important in cold weather, when batteries charge much more slowly. You can usually activate this feature automatically by entering a DC fast charger into the vehicle's navigation system or pressing a button to manually start the process.

Only Charge to 80 Percent

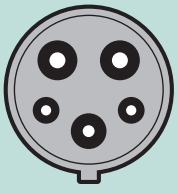
EV batteries charge fastest and most efficiently between almost empty and about 80 percent full. Adding that final 20 percent can take a lot longer than the rest of the charge. So don't worry about getting a full charge when you're on the road. You'll probably get there faster if you make more stops to charge up to 80 percent than if you make fewer stops for full charges.

Don't Let Climate Controls Drain the Battery

Running the heat or air conditioning saps the battery and shortens range. You can stay comfortable and save battery power by scheduling your car to preheat or precool while it's still charging. (Most EVs have this feature.)

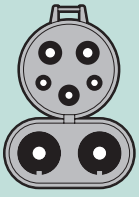
Take the More Efficient Route

Most EVs with built-in navigation systems will give drivers the option to plan a route that maximizes time spent on the road and minimizes time spent at charging stops. Some will also offer an "energy saving" route that takes a few minutes longer but saves range by avoiding hills or highways.



▲ TYPE **J1772**

Level 1 and 2, common on non-Tesla vehicles through 2025.



▲ TYPE **CCS**

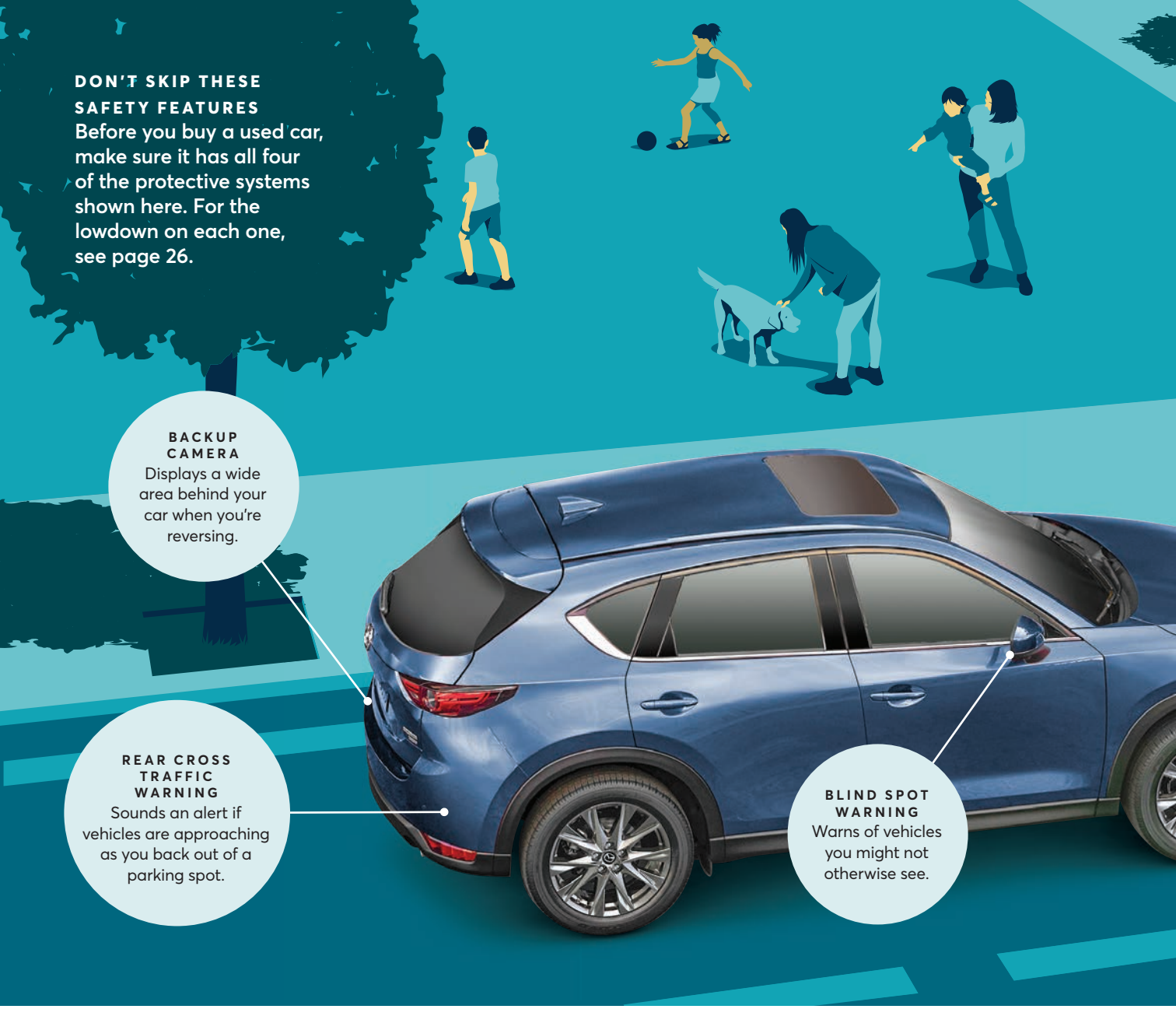
DC fast charging, common on most non-Tesla vehicles through 2025.

▲ TYPE **CHAdeMO**

DC fast charging, only used by Mitsubishi EVs and PHEVs and the Nissan Leaf.

▲ TYPE **NACS**

Level 2 and DC fast charging, used by Tesla and now a growing list of others.


DON'T SKIP THESE SAFETY FEATURES
Before you buy a used car, make sure it has all four of the protective systems shown here. For the lowdown on each one, see page 26.
BACKUP CAMERA
Displays a wide area behind your car when you're reversing.
REAR CROSS TRAFFIC WARNING
Sounds an alert if vehicles are approaching as you back out of a parking spot.
BLIND SPOT WARNING
Warns of vehicles you might not otherwise see.

THE SAFEST USED CARS

Buying a vehicle with some miles already on it can mean big savings. Here's how to find one that will protect you on the road.

BY KEITH BARRY / ILLUSTRATIONS BY FEDERICO GASTALDI

USED-CAR SHOPPERS have certainly been experiencing plenty of sticker shock during the past several years. Prices have come down in the past year, though, so a vehicle that's not brand-new may be a much better value now.

But when you're out there looking for a used car, beware: Many popular vehicles may not have all the effective safety features our experts recommend as standard equipment. And some may not have excelled in the latest crash tests.

PHOTO: MAZDA

So how can you make sure that you end up with the right safety features? One smart move is to buy the newest used car you can afford, according to Jennifer Stockburger, director of operations at the Consumer Reports Auto Test Center. "Safety evolves over time," she says. "Over the years, crash tests get tougher, more safety features become standard instead of optional, and the technology that can help you avoid a crash gets better."

We've given you a head start in the selection process by picking 10 safe and reliable used cars (see page 27). To select our safety standouts, we used Consumer Reports' test data, checked models for crash protection and avoidance features, and reviewed crash test results from the Insurance Institute for Highway Safety.

Most are also available as certified pre-owned (CPO) models, which are more reliable than their peers, based on CR's survey data. Plus, they may come with additional warranty benefits.

And if you're interested in a different used car from the ones we highlight on the following pages, this simple guide will help you pick wisely.

Check CR's Safety Ratings

For decades, our experts have purchased and tested almost every mainstream vehicle sold in the U.S. We push them to their limits on our test track to see how they'll perform in an emergency, and use large CR member surveys to report on how reliable various models are (or are likely to be). Our Overall Score for new cars factors in safety ratings from the National Highway Traffic Safety Administration and the IIHS. When checking our ratings, look for used

vehicles with the following attributes.
Good scores in CR's braking and handling tests: Bigger, heavier cars tend to protect occupants better in a crash but usually take longer to stop. Taller vehicles can also be harder to control when you're turning. (This is why the biggest SUVs and pickup trucks didn't make our list of 10 safe models.) Stockburger recommends choosing a car that's big enough to protect you in a crash but nimble enough to help you avoid a collision in the first place. The vehicles in "Used Cars We Love," on the facing page, have short stopping distances in our braking tests and excel at swerving around obstacles at high speeds in our emergency handling tests.
Standard crash avoidance technology: Whether you're shopping for a new car or a used one, prioritize models with systems that are known to reduce crashes. See more on these at right, under "Search Wisely."
Top crash test ratings: You want a car that will safeguard you and your passengers if you can't avoid a collision. The vehicles highlighted in this article all earned a Top Safety Pick (TSP) or TSP+ designation from the IIHS for a majority of each car's model years. "We like to see cars that get a Top Safety Pick rating year after year," Stockburger says. "It shows a consistent attention to safety."
Average or better reliability: Nobody wants to wait for a tow truck while stranded in a deserted parking lot or highway breakdown lane. That's why you should look for a used car with average or better CR overall reliability scores.

Search Wisely

When you're shopping for a used car, we advise doing so at a reputable dealership—usually one that also sells new cars. Look for a business with top reviews and ratings online from Google, the Better Business Bureau, and other user review sites. (If you buy from an individual, make sure they have vehicle maintenance records.)

Once you pick a dealership, we strongly recommend that you look for a used car with all four of the following systems. They're standard on every trim level of the 10 safe used cars we highlight but may have been optional on older models or smaller cars, so you might have to buy a well-equipped model to get them.

AUTOMATIC EMERGENCY BRAKING

This system senses when you're about to hit the car in front of you. If AEB calculates that you won't be able to hit the brake pedal in time, it will apply the brakes for you to prevent a collision—or at least lessen the severity of the impact. Multiple studies have shown that AEB can lower the incidence of rear-end collisions. City-speed AEB systems work only at lower speeds—usually below 55 mph—while highway-speed AEB systems also operate above 55 mph. (Our car model pages will tell you which kind of AEB is available on specific used vehicles.) Some versions of AEB also include pedestrian detection (see more below). All are effective, so buy a car with as many of the three AEB systems—city speed, highway speed, and pedestrian detection—as you can afford.

BLIND SPOT WARNING

This uses radar or cameras to detect vehicles in adjacent lanes that may be in your blind spot. It then alerts you to their presence—usually with a light on or near the side mirror when you're changing lanes or merging. Research from the IIHS and the Highway Loss Data Institute—both study automotive safety and are funded by the insurance industry—shows that BSW can reduce lane-change crashes with injuries by up

NEWER SAFETY TECH TO LOOK FOR

These helpful features are less common, especially on models that are older than 2020. To know whether a car has one or both of them, check its vehicle history report or ask the seller for a copy of the original window sticker.

AEB With Pedestrian and Cyclist Detection

Automatic emergency braking systems that can stop or slow for pedestrians (as well as for other vehicles) have been shown to reduce the risk of a pedestrian injury crash by up to 30 percent, according to a study by Insurance Institute for Highway Safety. Some systems can also detect cyclists or wildlife. This feature was usually optional or unavailable on vehicles that were made before 2020.

Automatic Crash Notification (ACN)

This feature alerts first responders if an airbag deploys or if the vehicle's sensors detect a crash. The National Highway Traffic Safety Administration estimates that ACN could save more than 700 lives a year. Note: ACN on some vehicles made before 2021 no longer works due to recent changes to cellular networks. You'll want to check manufacturer websites to find out if it's available and if it is, whether it requires a paid subscription.

Used Cars We Love

These vehicles have proven safety technology, notably AEB, AEB with pedestrian detection, BSW, and RCTW. These features were standard across all trims, not just for the most expensive versions. (Highway-speed AEB also came standard on all except the BMW X3.) Each also earned top crash test ratings and has average or better reliability. (Reliability results for each vehicle are shown in order of model year.) Our picks range from the 2019 to 2022 model years. Newer versions of these cars offer equal or greater safety, but availability and savings may be more limited, and reliability could differ.

COMPACT SUV

2020-2022 MAZDA CX-5

One of the best SUVs in its size class and price range, the CX-5 has standard key safety features in addition to lane keeping assistance and adaptive cruise control. (BSW was optional on older models.) From 2013 through 2024, the CX-5 made the IIHS list of Top Safety Picks.

$15,925-$25,150* AVERAGE TRANSACTION PRICE | RELIABILITY | **24 MPG**

COMPACT SUV

2020-2021 NISSAN ROGUE

The Nissan Rogue has consistently been an IIHS Top Safety Pick, and it came with safety features that were optional on many other used SUVs in the same price range. It also has a quiet cabin and handles well compared to other SUVs in its class. A 2021 update brought many upgrades.

$13,725-$23,000* AVERAGE TRANSACTION PRICE | RELIABILITY | **24/25 MPG**

MIDSIZED CAR

2019-2021 TOYOTA AVALON HYBRID

The 2019 Toyota Avalon and later versions came standard with key safety features that are optional even on some new vehicles, including some Chevrolets, Hondas, Subarus, and other Toyotas. The roomy sedan performed well in CR emergency handling tests and was an IIHS Top Safety Pick+.

$18,700-$30,600* AVERAGE TRANSACTION PRICE | RELIABILITY | **42 MPG**

COMPACT PHEV SUV

2021-2022 TOYOTA RAV4 PRIME

This plug-in hybrid came standard with BSW and RCTW, along with other key safety features, and performed well in our emergency handling tests. It also has 42 miles of electric-only driving range. On hybrid and gas-only models, BSW and RCTW were (and still are) optional.

$30,550-$38,150* AVERAGE TRANSACTION PRICE | RELIABILITY | **34 MPG**

*Price ranges shown are for base models as of February 2025. They include the lowest price for the earliest model year through the highest price for the latest model year shown.

MIDSIZED SUV

2020-2022 FORD EDGE

Every 2020 and newer Ford Edge came with key safety features, and this vehicle made the IIHS Top Safety Pick list from 2019 to 2022. For a midsized SUV, it features plenty of room for people and cargo. A low-mileage 2020 model is an especially good value.

$14,400-$27,425* AVERAGE TRANSACTION PRICE

RELIABILITY

22 MPG

MIDSIZED HYBRID SUV

2021-2022 TOYOTA VENZA

Along with essential safety features, the Venza SUV came with all-wheel drive, lane departure warning, lane keeping assistance, and automatic high-beam headlights as standard equipment. The interior of this hybrid-only SUV is noticeably more plush than many other Toyota models.

$24,850-$32,500* AVERAGE TRANSACTION PRICE

RELIABILITY

37 MPG

MIDSIZED 3-ROW SUV

2022 HYUNDAI PALISADE

The 2022 Palisade did well in our braking and emergency handling tests compared with other SUVs its size. And it's easy to see why this is such a popular three-row SUV, given its spacious interior, comfortable ride, and smooth, powerful V6 engine. BSW and RCTW were optional before 2022.

$23,225-$34,775 AVERAGE TRANSACTION PRICE

RELIABILITY

21 MPG

LUXURY MIDSIZED CAR

2022 LEXUS ES / ES HYBRID

The Lexus ES, which is based on the Toyota Avalon (on page 27), has the same safety features but with higher-end finishes and a quieter interior. It's available in either a hybrid or gas-only version, with optional all-wheel drive for the nonhybrid. BSW and RCTW were optional before 2022.

$30,300-$38,825 AVERAGE TRANSACTION PRICE

RELIABILITY

25/42 MPG

LUXURY COMPACT SUV

2022 BMW X3

BMW's luxurious midsized SUV is both practical and indulgent, blending safety, performance, and comfort. City-speed AEB with pedestrian detection was standard, but highway-speed AEB was optional. BSW and RCTW were optional on earlier model years.

$28,425-$56,775* AVERAGE TRANSACTION PRICE

RELIABILITY

24 MPG

LUXURY COMPACT SUV

2022 ACURA RDX

Since 2022, the RDX's standard safety features have included BSW, RCTW, city and highway-speed AEB, and AEB with pedestrian detection. This lively vehicle has also been an IIHS Top Safety Pick or a Top Safety Pick+ every year since its 2019 redesign.

$29,700-$38,100* AVERAGE TRANSACTION PRICE

RELIABILITY

22 MPG

*Price ranges shown are for base models as of February 2025. They include the lowest price for the earliest model year through the highest price for the latest model year shown.

to 23 percent. Up to two-thirds of CR survey respondents whose vehicles have BSW said that it helped prevent a crash and that they wouldn't buy a car without it.

BACKUP CAMERA

Cars built on or after May 1, 2018, are required to have a camera that shows the area behind the vehicle when it's in Reverse. Backup cameras offer a wide field of view for spotting obstacles and people, and make reversing easier for drivers who find it hard to turn and look over their shoulders. According to the IIHS, backup cameras reduced crashes that took place while reversing by 17 percent–and up to 36 percent when the driver was 70 or older.

REAR CROSS TRAFFIC WARNING

This system, which activates when a car is in Reverse, is helpful for backing out of a parking spot. It uses cameras and/or sensors to detect–and alert you to–cars approaching from the side, even those that may be obscured by a vehicle you're parked next to. Some systems also give warnings about pedestrians or objects in the way. Of all crash avoidance technologies, RCTW is the one that people are the most satisfied with, according to CR surveys.

Do Some Research

A vehicle that hasn't been serviced regularly or repaired properly might pose safety concerns. Take the following steps to make sure the one you want is in top condition.

Search for recalls: Believe it or not, used-car dealers are allowed to sell vehicles with unrepaired safety defects. So ask the seller for the vehicle identification number (VIN), go to nhtsa.gov/recalls, and search for any open recalls. If you find one, insist that the seller get it fixed before you purchase the vehicle–and without charging you: Recall repairs are free.

Read the vehicle history report: Most dealerships give free Carfax or AutoCheck reports, which detail past crashes or damage. Some reports also include maintenance records, which can tell you how well a prior owner cared for a car. Note: Crashes that weren't reported to the police might not show up on these.

Have a prepurchase inspection: For $135 to $200, according to RepairPal, you can take a used car to a third-party independent mechanic who can look for mechanical problems or damage that the vehicle history report might not show. If the dealership won't allow you to drive a car off the lot before you buy it, look online for a mobile mechanic, who can inspect a car where it is. At the very least, bring a car-savvy friend. If the dealership has a money-back guarantee, as many large used-car chains do, take the vehicle to a trusted mechanic immediately after your purchase so that you can return it if the inspection uncovers any major problems, such as transmission, suspension, or engine issues.

LEARN MORE

Scan this QR code to view CR's complete guide to choosing a safe and reliable used car for your budget.

DO THIS BEFORE YOU BUY

Even if the dealer says they've inspected a car, it pays to do a quick review yourself.

1. Gauge the tire wear. To do this easily, place a quarter in each tire's tread grooves with George Washington's head upside down. If you can see the top of his head on any of them, those tires need to be replaced. More important, consider that any uneven or significant tire wear is a potential sign of poor maintenance.

2. Measure the fluids. Open the car's hood and check to see whether the oil, brake fluid, and coolant are at their proper levels, which is usually clearly indicated by a visible line on a dipstick or the fluid tank. As with worn tires, low fluids could be a sign of general neglect.

3. Examine the body panels. You're looking for any panels that appear to be a slightly different color than the rest. They may have been replaced after a crash. You'll want to open the doors and check for uneven surfaces, too.

4. Take a sniff inside the car. When you open the doors, take a big breath in through your nose. A musty odor could be evidence of water damage, which is a serious problem. Your sniff test should include the trunk.

5. Look for warning lights. Dashboard warning lights could signal the need for expensive emission or engine repairs. Walk away.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **RCTW** rear cross traffic warning.

AUTO ISSUE
2025
TOP

Lower Your Auto Insurance Rates

You can save by taking a look at your current policy. Here are the key moves to make and when to switch insurers.

BY BENJAMIN PRESTON / ILLUSTRATIONS BY FEDERICO GASTALDI

YOU'VE PROBABLY SEEN your annual car insurance premium go up over the past few years. Most people have. In 2024 alone, according to Bankrate, the typical policyholder's premium increased by 26 percent, to more than $2,500 a year.

There are several factors contributing to these soaring prices. The number of car crash injuries and fatalities remains high, along with the attendant litigation costs. Many parts of the country are also experiencing more severe weather, such as flooding and wildfires, that can damage cars. To make matters worse, the cost of repairing vehicles is near an all-time peak. But there are steps you can take to keep these problems from increasing your insurance bill. Read on for the best ways to save.

1 Examine Your Policy

Major life changes like the ones here affect how much coverage you need. Adjusting your policy accordingly could lower your premium.

▸ You're Driving Less

Most insurance companies include annual mileage in their pricing methodology, and letting your insurer know you're now driving fewer miles can save money. Clocking less than 10,000 miles per year, for example, can save you an average of about $116 on your annual premium.

▸ Your Family Has Evolved

Having a teen driver on your policy contributes to the cost of your coverage—16- and 17-year-old drivers are more likely to be involved in a crash than any other group. So if your teen no longer drives your car or has left home, remove them from your policy. Doing so could save you $1,500 to $2,000 per year, on average, according to the Insurance Information Institute. Likewise, if you've gotten married or divorced, or had a death in the family, make sure your policy reflects these changes.

▸ Your Assets Have Grown

Auto liability coverage pays for the costs related to the injury or death of passengers in another car, as well as damage to other vehicles and property, if you were at fault in a crash. If you have significant assets—a home, other investments—the minimum liability coverage required by most states may not be enough to protect them. In New York, if a driver's policy meets only the state's minimum liability requirement and they cause a crash in which three people each have $50,000 in medical bills, the driver would be covered for only $25,000 of each person's bills—and personally responsible for the other $75,000. Injured parties can come after any of your assets. CR recommends increasing your liability coverage to $100,000 per person, $300,000 per incident for bodily injury or death, and $100,000 for property damage.

2 Seek Out More Savings

Once you've determined the specifics of the coverage you need, look for other ways to cut costs.

▸ Raise Your Deductible

POTENTIAL SAVINGS **$509-$636 a year***

You likely know that a higher

*Calculations drawn using 2024 numbers compiled by Bankrate and information from the Insurance Information Institute.

deductible will lower your premium, but you might be surprised by how much. On average, increasing it from $500 to $1,000 can reduce your premium by 20 to 25 percent.

▸ Drop Collision Coverage

POTENTIAL SAVINGS **$300-$800 a year**

Collision insurance pays for the cost of repairing or replacing your car if it's damaged in a crash. This includes collisions with other vehicles, single-car incidents, and hit-and-run crashes. As your car ages and loses value, it may no longer make sense to pay for this coverage. CR recommends dropping collision when your premium is more than 10 percent of the vehicle's value. That value depends on mileage, age, and wear. You can look up your specific model at **CR.org/tradein**.

▸ Bundle Auto and Home Insurance

POTENTIAL SAVINGS **$382 a year**

Some companies will give you a discount for purchasing both your home and auto policies from them. Ask about the possible savings.

▸ Take a Defensive Driving Course

POTENTIAL SAVINGS **$254 a year**

Some insurers will provide a price reduction for taking a safe-driving course every few years. Many can be completed online, and costs vary. In New York, for example, motorists can receive a 10 percent discount on their insurance after taking a state-approved defensive driving course that costs $25 and takes about 5 hours once every three years.

3 Shop Around

Start by asking your current insurer to adjust your plan to account for the tweaks you are making–driving fewer miles, accepting a higher deductible, etc. Once they've given you a new price, follow the advice below to reach out to several other insurers to see whether they can do better. According to CR's 2024 survey of over 40,000 Americans with car insurance, you are likely to find significant savings this way. Respondents who switched insurers saw a median annual savings of $461.

▸ Review Comparison Sites

There are a number of one-stop-shop online services that allow you to get and compare quotes from multiple car insurance companies. Chuck Bell, CR's programs director for advocacy, says that Experian, Jerry, Policygenius, Way, and The Zebra are dependable and fairly comprehensive. Avoid CarInsurance.com, EverQuote, Insurance.com, Insure.com, and QuoteWizard. These sites are known to sell users' personal details to insurance companies and brokers, so sharing information with them may lead to unsolicited calls, emails, and texts.

▸ Ask an Independent Agent

Independent insurance agents offer access to smaller regional insurers that don't always show up on the big comparison sites. These companies can build region-specific plans that may be a better overall value, and they may provide better customer service than larger national providers. You can find these types of agents at the Independent Insurance Agents & Brokers of America website (independentagent.com), but word of mouth is often the best way to connect with a good one.

▸ Consider a Mutual Insurer

Mutual insurance companies are owned by their policyholders and typically offer what are called dividend policies. Premiums may cost the same as standard plans, but they offer annual rebates when the company performs well financially. NJM, State Farm Mutual, and USAA operate this way. Amica–a top-rated insurer in CR's ratings–offers a dividend policy with an annual kickback to policyholders of between 5 and 20 percent–savings of $127 to $508, on average.

▸ Consult CR's Ratings

Once you've received quotes from a few insurers, use our ratings to identify the top-rated among them. Pay attention to factors beyond just the cost. An insurer with low rates may have poor claims performance, which is also important.

WILL DRIVER MONITORING LOWER YOUR COSTS?

Many insurers now offer a discount if you enroll in a telematics program, which tracks your driving—capturing data such as speed, braking, time of day, and location—through a smartphone app or a device that plugs into your car. If your insurer considers you a safe driver, there's a potential for big savings—around $1,000 annually, although most people save more like $250. If the insurer doesn't like what it sees, your premium could also increase.

Ask these questions before saying yes to telematics: What data is used to calculate my discount? How is it analyzed? Will it be used in other ways? If you want to keep your data super-secure, you may find the possible savings isn't worth it.

Provider	Survey Results							
	Overall Satisfaction Score	Premiums	Claims	Coverage	Policy clarity	Help and advice	Policy review	Service
CAR INSURANCE								
Erie Insurance Group	72							
NJM Insurance Group	69							
Amica Mutual Group	69							
NYCM Insurance Group	68							
USAA Group	68							
The Cincinnati Insurance Companies	67							
Country Financial Property Casualty Group	64							
Wawanesa General Insurance Company	62		–					
Acuity	61							
Auto Club Enterprises Insurance Group	61							
Westfield Group	60		–					
Farm Bureau Property & Casualty Insurance Company	57							
Shelter Insurance Companies	55		–					
Auto-Owners Insurance Group	55							
CSAA Insurance Group	52							
Pemco Mutual Insurance Company	52							
Esurance Property and Casualty Insurance Company	50		–					

Provider	Survey Results							
	Overall Satisfaction Score	Premiums	Claims	Coverage	Policy clarity	Help and advice	Policy review	Service
CAR INSURANCE *Continued*								
Nationwide Group	49							
State Farm Group	49							
West Bend Mutual Insurance Company	49		–					
Hanover Insurance Group Property & Casualty Companies	49							
Chubb INA Group	46							
Hartford Insurance Group	45							
American Family Insurance Group	44							
Auto Club Group	43							
Allstate Insurance Group	43							
Travelers Group	43							
Mapfre North America Group	42							
Geico (Berkshire Hathaway Insurance Group)	42							
Progressive Insurance Group	41							
Mercury General Group	40							
Liberty Mutual Insurance Companies	39							
State Auto Insurance Companies	39							
Farmers Insurance Group	38							
Kemper PC Companies	38							
Plymouth Rock Companies	31							

HOW WE SURVEY: Ratings are based on 50,129 responses from 40,566 U.S. adult auto insurance policyholders asked about their experiences with their current and previous auto insurance companies. The Overall Satisfaction Score reflects weighted ratings on multiple measures, including prices paid for **premiums, claims** settlements, breadth of **coverage,** the contract's **policy clarity, help and advice** regarding policy choices, the thoroughness of information provided during policy **review,** and customer **service** that isn't related to claims. The car insurance survey was fielded from February through April 2024.

WORSE — BETTER

SPECIAL BUYING GUIDE

WHICH BRANDS

We rank 32 automakers from best to worst, based on their scores and survey results.

BY JEFF S. BARTLETT

	Subaru	BMW	Lexus	Porsche	Honda	Audi	Kia	Hyundai	Toyota	Infiniti	Mini	Acura	Genesis	Mazda
2025 RANK	1	2	3	4	5	6	7	8	9	10	11	12	13	14
RANK CHANGE FROM 2024	◂1	▸1	◂2	▸1	▸1	◂6	–	◂2	–	◂6	▸5	▸1	◂2	▸6
ROAD-TEST SCORE	84	89	80	86	82	86	83	82	78	78	76	76	80	78
PREDICTED RELIABILITY	⌃		⌃						⌃					
OWNER SATISFACTION		⌃		⌃		⌄				⌄⌄	⌃			
MODELS TESTED	9	12	15	4	11	9	15	16	23	2	2	5	6	9
MODELS RECOMMENDED	8	11	12	4	10	7	14	14	19	2	2	3	3	5
GREEN CHOICES	1	4	3	1	2	2	6	6	6	0	0	1	2	2

OUR ANNUAL RANKINGS provide a convenient tool to help you shop for a new car. We've ordered the brands based on their vehicles' average Overall Score—a combination of the results from our road-test scores, safety ratings, predicted reliability, and owner satisfaction.

The top five brands are similar to last year's results, with some slight changes. This year, Subaru claimed the top spot from BMW. Lexus moved from fifth to third place, not due to improvements but because Porsche and Honda slid slightly in our rankings.

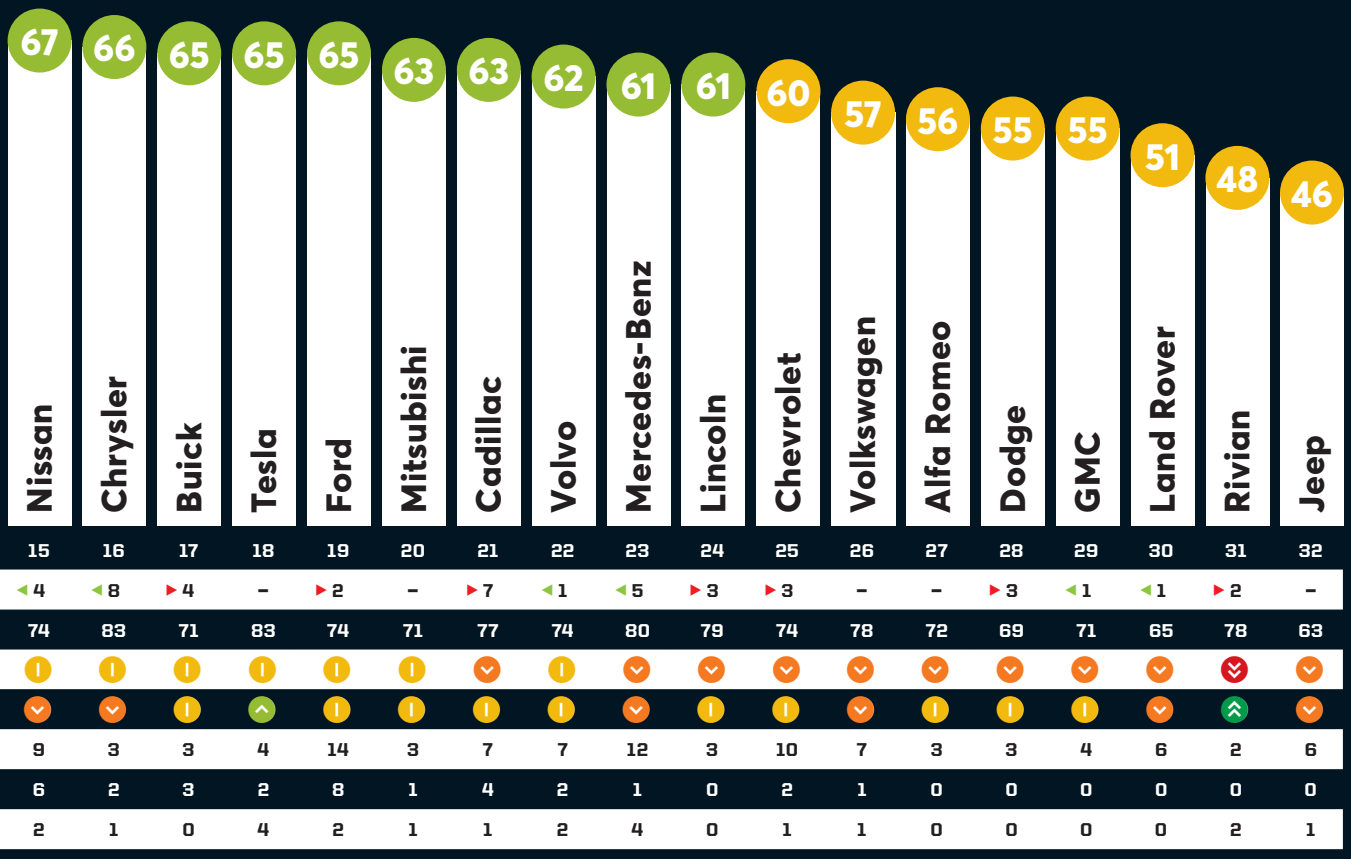
Other brands saw more significant changes. Mazda dropped six places to 14th because of the subpar predicted reliability of its CX-90 and CX-70. Cadillac tumbled seven spots to land at 21st due to the well-below-average reliability of its Lyriq EV.

Car buyers should look for brands that score highly over multiple years, which

MAKE THE BEST CARS?

HOW WE RANK CAR BRANDS: The **Overall Score** for individual models is based on four key factors: the road test, reliability, owner satisfaction, and safety. For the **road-test score**, we put vehicles through more than 50 tests. **Predicted reliability** ratings are based on problems reported by members from 20 possible trouble areas in CR's Auto Surveys.

Owner satisfaction predictions are based on whether CR members said in our surveys that they would buy the same vehicle again if given the chance. **Safety,** not shown below, includes an assessment of any available crash test results, with points awarded or deducted depending on whether vehicles come standard with key crash-prevention systems.



demonstrates consistent quality. But keep in mind that even high-scoring brands can have a poorly rated model or two. Once you've decided on a brand, be sure to check the ratings of the specific models you're considering (starting on page 36). This is especially true for big brands like Toyota, which produces both reliable models (Camrys) and vehicles to avoid (Tacomas).

There are seven brands that don't have a single CR recommendation: Lincoln, Alfa Romeo, Dodge, GMC, Land Rover, Rivian, and Jeep. These are among the bottom-ranked brands. Consider carefully before buying one of their models.

For inclusion in our brand rankings, Consumer Reports has to have tested at least two current models from an automaker. For this reason, we haven't included ratings for Fiat, Jaguar, Lucid, Maserati, Polestar, and Ram.

WORSE – BETTER | CR RECOMMENDED | CR GREEN CHOICE

SPECIAL BUYING GUIDE

2 *New Car* RATINGS

KIA CARNIVAL

WHEN IT COMES TO TESTING CARS, no one does it like CR. To create our vehicle ratings each year, we start by buying more than 50 new or redesigned models—and we do it anonymously. Then our auto experts evaluate them at our track and on nearby roads and highways. We create an Overall Score for every vehicle by factoring in its road-test score—which includes driving performance, fuel economy, and comfort—along with reliability and owner satisfaction ratings from our surveys of CR members. Models that come standard with key active safety features are awarded extra points.

This year we have ratings for 258 vehicles, organized by vehicle category and ranked by Overall Score, to provide you with a quick reference guide for shopping.

BY JONATHAN LINKOV

PHOTO: KIA

HOW TO READ THE RATINGS

Recommended vehicles, indicated with a check mark (✓), are the models with high Overall Scores that meet the score threshold in their category.

Make + Model reflects the vehicle we tested and its engine size. We use the letter T for turbocharged engines, H to identify hybrids, and the letters H+E or T+E to identify plug-in hybrid electric vehicles (PHEVs), which are hybrids that can be plugged in to charge their larger batteries.

The **Green Choice** designation is awarded to the 2025 models that are in the top 20 percent of vehicles with the cleanest emissions, according to the Environmental Protection Agency. These are identified with a 🌿.

Overall Score reflects four components: a vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's Auto Surveys; the availability of automatic emergency braking with pedestrian detection and at highway speeds, blind spot warning, rear cross traffic warning, and driver monitoring crash-prevention systems; and the results from government and insurance industry crash tests, if tested.

Price reflects the cost of a typically equipped version that CR tested.

Survey results reflect findings from our Auto Surveys completed by CR members. **Predicted reliability** is our forecast of how well a new model will hold up based on problems CR members reported in our surveys, which cover more than 300,000 vehicles. **Owner satisfaction** is based on the percentage of surveyed owners who said they would definitely buy the same car again. To determine our reliability and owner satisfaction predictions, we use a model's last three years of data, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses or when a model is all new or redesigned, we use our expert judgment based on the track record of the brand and similar models.

Road-test results include the most relevant findings from our tests. We put each vehicle through more than 50 tests and evaluations, with the results making up our **road-test score**. Tests such as those for braking and fuel economy are measured with precision instruments. **Overall mpg** comes from our fuel-economy tests. For PHEVs, mpg is measured when the electric-only range is depleted. **CR range** is the distance covered by a full tank of gas; a tank of gas plus the EPA EV range for PHEVs; or, for EVs, how far it could go during our highway range test until it depleted its battery. "E" indicates that we're using the EPA's range figures. **Usability** is a combination of the cabin ergonomics, ease of performing everyday driving tasks, and how the driver interacts with the infotainment system and controls. Categories such as **noise, ride comfort,** and **fit and finish** are graded by our experts.

Advanced safety (ADAS) identifies whether a vehicle has blind spot warning (BSW) and/or rear cross traffic warning (RCTW). Both features must be standard on all trims to gain extra points for the Overall Score. We use S to indicate the system is standard; O means it's available on some versions. A dash (–) means no system is offered.

WHY SOME MODELS AREN'T IN THE CHARTS

Certain vehicles aren't included because they're brand-new or have been redesigned or extensively freshened since our last test. Because they're so new, we either haven't purchased them yet or we haven't completed testing on models we've bought.

The following models will appear in future road tests: the Audi Q6 E-Tron; BMW X3; Buick Enclave; Chevrolet Equinox, Equinox EV, and Silverado EV; Ford Expedition; Honda Civic Hybrid and Passport; GMC Terrain; Jeep Compass and Wagoneer S; Kia K4; Lucid Gravity; Mazda CX-50 Hybrid; Mini Countryman EV; Nissan Kicks, Murano, and Armada; Toyota 4Runner and Crown Signia; Volkswagen ID.Buzz; and Volvo EX90.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results											ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
CARS: SMALL																
✓ **Hyundai Elantra Hybrid** 1.6H 🌿	82	$24,900	⌃	!	85	48	530	! / !	⌃⌃	!	⌃	!	⌃	8.7	127	S
✓ **Subaru Impreza** 2.0L	80	$28,253	⌃⌃	!	78	29	480	⌃ / ⌃	⌃	!	⌃	!	⌃	9.4	129	O
✓ **Kia Niro PHEV** 1.6H+E 🌿	79	$35,940	!	⌃	87	47	33E+460	⌃ / ⌃	⌃	!	⌃	!	⌃	7.4	136	S
✓ **Nissan Sentra** 2.0L	78	$21,400	⌃	⌄⌄	83	32	400	! / ⌃	⌃⌃	⌃	⌃	⌃	⌃	8.5	129	S
✓ **Mazda3** 2.5L	78	$24,115	⌃	!	77	30	400	⌃ / !	!	⌃	⌃	⌃	⌃	7.7	125	S
✓ **Toyota Prius (AWD)** 2.0H 🌿	77	$33,909	⌃	!	76	51	570	⌃ / ⌄	!	!	!	!	⌃	7.7	131	S
✓ **Toyota Corolla** 2.0L	76	$24,835	⌃⌃	!	74	36	470	! / !	⌃	!	⌃	!	⌃	8.7	134	O
✓ **Toyota Corolla Hybrid** 1.8H 🌿	75	$25,145	⌃	!	75	48	550	! / !	⌃	!	⌃	!	⌃	10.3	142	O
✓ **Toyota Prius PHEV** 2.0H+E 🌿	75	$39,004	!	⌃⌃	79	43	39E+455	⌃ / ⌄	!	!	⌃	!	⌃	6.9	133	S
✓ **Kia Soul** 2.0L	73	$25,320	!	!	77	28	395	⌃ / ⌃	⌃⌃	!	⌄	!	⌃	8.8	120	O

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0–60 mph, sec.	Dry braking, 60–0 mph, ft.	BSW/RCTW
CARS: SMALL *Continued*																
✓ **Toyota Corolla Hatchback** 2.0L	73	$24,263	⇈	⌄	70	36	470	^ / ⌄	^	–	–	–	^	8.7	129	O
✓ **Kia Niro** 1.6H	71	$30,600	–	–	83	45	500	^ / ^	^	–	–	–	–	8.9	133	S
✓ **Honda Civic** 2.0L	69	$24,095	–	–	74	33	405	^ / ^	⇈	⌄	–	–	^	9.7	129	O
✓ **Hyundai Elantra** 2.0L	67	$23,000	–	⌄	79	33	405	– / –	⇈	–	–	–	^	7.9	128	S
✓ **Buick Envista** 1.3T	62	$26,480	–	–	67	29	385	– / –	^	–	–	–	–	9.0	127	O
✓ **Nissan Versa** 1.6L	61	$21,630	–	⇊	64	32	345	– / –	⇈	–	⌄	–	^	9.6	130	O
✓ **Hyundai Venue** 1.6L	61	$20,720	–	⌄	64	32	380	– / ⌄	⇈	⌄	⌄	⌄	^	8.9	125	O
Chevrolet Trax 1.3T	58	$24,680	–	–	64	31	430	– / –	^	–	–	–	–	9.5	131	O
Volkswagen Jetta 1.5T	53	$23,325	⌄	⇊	78	34	440	^ / ^	^	^	^	–	^	9.0	135	O
CARS: MIDSIZED/LARGE																
✓ **Toyota Camry** 2.5H	82	$33,678	–	^	91	48	620	^ / ^	^	^	^	^	^	7.7	132	S
✓ **Subaru Legacy** 2.5L	82	$27,609	^	–	89	28	515	^ / ^	^	^	⇈	^	^	8.9	131	O
✓ **Toyota Crown** 2.5H	81	$47,583	^	–	85	42	605	^ / ^	–	^	^	^	^	8.0	134	S
✓ **Honda Accord Hybrid** 2.0H	80	$32,990	–	–	96	40	510	– / ^	⇈	^	^	–	^	8.0	128	S
✓ **Honda Accord** 1.5T	78	$30,705	^	⌄	85	32	470	– / ^	⇈	^	^	–	^	8.0	133	O
✓ **Hyundai Sonata Hybrid** 2.0H	78	$31,915	^	–	81	44	690	^ / ^	^	^	–	^	^	8.0	135	S
✓ **Kia K5** 2.5L	76	$31,330	–	–	85	31	485	^ / ^	^	^	^	^	^	8.6	125	S
✓ **Nissan Altima** 2.5L	75	$29,330	–	⇊	83	31	495	^ / ^	⇈	^	–	^	–	7.6	131	S
Chevrolet Malibu 1.5T	63	$26,790	⌄	⌄	81	29	370	– / ^	⇈	^	^	–	^	8.4	130	O
CARS: LUXURY ENTRY-LEVEL																
✓ **Audi A3** 2.0T	76	$43,020	–	⌄	85	31	445	⇈ / ⌄	^	^	–	^	^	6.8	120	O
✓ **Acura Integra** 1.5T	73	$34,395	–	–	79	31	380	^ / ^	⇈	–	–	^	^	7.7	129	S
✓ **Cadillac CT4** 2.0T	70	$49,215	–	⌄	78	25	445	⇈ / ⌄	^	^	–	^	⇈	7.4	129	S
Mercedes-Benz CLA250 2.0T	59	$44,390	–	⇊	66	27	365	^ / ⇊	⇊	^	⌄	⇈	^	6.6	131	S
CARS: LUXURY COMPACT																
✓ **Audi A4** 2.0T	83	$48,890	^	–	88	27	420	⇈ / –	–	⇈	^	⇈	⇈	6.3	135	O
✓ **BMW 330i xDrive** 2.0T	74	$52,995	–	^	86	29	460	⇈ / –	–	^	–	⇈	⇈	6.4	129	O
✓ **Cadillac CT5** 2.0T	70	$53,520	–	⌄	76	24	410	⇈ / –	^	^	^	⇈	^	7.7	127	S
Lexus IS300 3.5L	68	$45,345	^	^	67	22	390	^ / ⌄	–	^	–	⇈	^	6.1	129	S
Mercedes-Benz C300 2.0T	65	$59,770	–	⇊	75	29	495	⇈ / –	⌄	^	–	⇈	⇈	6.7	141	S
Acura TLX 2.0T	63	$45,025	–	⌄	66	23	370	^ / –	⌄	–	^	^	^	6.5	136	S
Volvo S60 2.0T	61	$47,110	–	^	71	26	375	^ / –	⌄	^	–	^	^	7.3	125	S
Alfa Romeo Giulia 2.0T	55	$48,890	⌄	–	71	27	410	^ / –	⌄	^	^	^	⇈	6.7	136	S
Genesis G70 2.0T	52	$43,115	⌄	⌄	70	23	360	^ / ⇊	⌄	^	^	⇈	⇈	7.8	137	S

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
CARS: LUXURY MIDSIZED/LARGE															
✓ Lexus ES300h 2.5H	86	$49,365			91	42	550							8.3	135	S
✓ BMW 530i 2.0T	83	$71,545			91	29	465							6.6	122	S
✓ Lexus ES350 3.5L	81	$48,855			83	25	395							6.9	132	S
✓ Audi A6 2.0T	81	$59,390			91	26	505							6.8	129	O
✓ Audi A8 3.0T	80	$97,595			91	21	460							6.1	133	O
✓ Genesis G80 2.5T	79	$56,920			88	24	455							6.8	128	S
✓ Mercedes-Benz E350 2.0T	75	$77,740			88	28	485							6.7	124	S
Lexus LS500 3.4T	68	$103,899			68	20	425							6.0	136	S
Volvo S90 2.0T	61	$61,855			71	23	360							7.2	130	S
CARS: ELECTRIC															
✓ Hyundai Ioniq 6	76	$52,975			84	NA	265							4.6	130	S
✓ Kia Niro EV	70	$42,595			76	NA	239							7.1	128	S
✓ Tesla Model 3	70	$48,380			83	NA	334							4.3	123	S
✓ Hyundai Kona Electric	68	$38,460			73	NA	245							7.2	123	S
Nissan Leaf	55	$44,330			61	NA	212[E]							7.0	139	S
Fiat 500e	40	$34,095			47	NA	145							8.1	128	O
CARS: LUXURY ELECTRIC															
✓ BMW i4	89	$73,245			91	NA	318							3.5	129	S
✓ BMW i5	84	$91,695			94	NA	295							3.5	125	S
✓ Porsche Taycan	78	$128,520			86	NA	295[E]							4.0	130	O
Tesla Model S	67	$92,690			86	NA	366							3.2	125	S
Mercedes-Benz EQS	64	$135,875			90	NA	380							4.0	133	S
Mercedes-Benz EQE	63	$80,210			84	NA	332							5.5	121	S
Lucid Air	50	$128,550			94	NA	344							3.5	120	S
Polestar 2	49	$62,400			69	NA	254[E]							4.4	123	S
SPORTS CARS: 2-SEAT															
✓ Chevrolet Corvette 6.2L	87	$77,680			97	19	360	/ NA						3.4	113	O
✓ Toyota Supra 3.0T	84	$56,115			91	27	365	/ NA						4.6	115	O
✓ Mazda MX-5 Miata 2.0L	83	$32,715			80	34	400	/ NA						6.7	124	S
✓ Porsche 718 Boxster 2.0T	79	$69,790			95	26	365	/ NA						4.4	108	O/–
✓ BMW Z4 2.0T	75	$59,195			86	29	395	/ NA						6.1	111	O
✓ Nissan Z 3.0T	71	$52,125			80	24	400	/ NA						5.1	121	S

WORSE — BETTER | ✓ CR RECOMMENDED | CR GREEN CHOICE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0–60 mph, sec.	Dry braking, 60–0 mph, ft.	BSW/RCTW
SPORTS CARS: 4/5-SEAT															
✓ **Ford Mustang** 5.0L	81	$55,200	⇈	⇈	76	20	325	↑ / ⇊	!	!	!	↑	⇈	4.6	129	S
✓ **Subaru WRX** 2.4T	80	$33,227	!	↑	83	25	420	↑ / !	↑	↓	↓	!	⇈	5.8	124	O
✓ **BMW 230i** 2.0T	78	$39,595	!	↑	85	31	425	⇈ / ⇊	!	↑	!	↑	⇈	6.4	128	S
✓ **Subaru BRZ** 2.4L	74	$32,115	!	↑	86	27	360	↑ / ⇊	⇈	↓	!	!	⇈	6.3	117	O
✓ **Toyota GR86** 2.4L	72	$32,206	!	↑	83	28	375	↑ / ⇊	⇈	↓	↓	!	⇈	6.3	119	O
✓ **Mini Cooper S** 2.0T	70	$36,995	!	↑	76	33	380	↑ / ⇊	⇊	!	↓	↑	⇈	6.5	123	O
✓ **Honda Civic Si** 1.5T	70	$28,315	!	!	74	32	390	↑ / ↑	⇈	↓	↓	↑	⇈	7.3	134	O
Hyundai Ioniq 5 N E	68	$68,270	↓	↑	94	NA	236	↑ / ↑	↑	↑	!	↑	⇈	3.3	119	S
Volkswagen Golf GTI 2.0T	68	$36,539	↓	↑	85	28	365	↑ / !	⇊	↑	!	↑	⇈	6.4	127	S
MINIVANS															
✓ **Kia Carnival Hybrid** 1.6T+H	81	$44,855	↑	↑	86	31	580	↑ / ↑	↑	↑	↑	↑	!	8.5	136	S
✓ **Kia Carnival** 3.5L	79	$40,785	↑	!	83	21	395	↑ / ↑	↑	↑	↑	↑	!	8.4	129	S
✓ **Toyota Sienna** 2.5H	77	$43,570	!	↑	84	36	650	↑ / ⇈	↑	↑	↑	!	!	8.2	148	S
✓ **Honda Odyssey** 3.5L	77	$43,655	!	!	83	22	425	↑ / ⇈	↑	↑	↑	↑	!	8.1	136	S
✓ **Chrysler Pacifica** 3.6L	69	$44,345	!	↓	81	21	390	↑ / ↑	⇈	↑	↑	↑	!	8.0	136	S
✓ **Chrysler Voyager** 3.6L	69	$44,345	!	↓	81	21	390	↑ / ↑	⇈	↑	↑	↑	!	8.0	136	S
Chrysler Pacifica PHEV 3.6H+E	59	$54,825	↓	↓	86	27	32E+440	↑ / ↑	⇈	↑	↑	↑	!	8.3	145	S
SUVs: SUBCOMPACT															
✓ **Subaru Crosstrek** 2.0L	80	$29,685	↑	↑	82	29	490	↑ / ↑	↑	!	⇈	!	↑	10.1	128	O
✓ **Toyota Corolla Cross Hybrid** 2.0H	75	$31,795	↑	!	82	41	430	! / !	↑	!	↑	!	!	7.7	126	O
✓ **Honda HR-V** 2.0L	70	$28,790	↑	↓	70	27	380	! / ↑	⇈	!	!	!	!	11.1	130	O
✓ **Chevrolet Trailblazer** 1.3T	68	$28,360	↑	↓	68	27	360	! / ↑	↑	!	!	!	!	9.5	133	O
✓ **Mazda CX-30** 2.5L	67	$28,645	↑	↓	65	27	340	↑ / !	!	!	!	↑	↑	8.7	133	S
✓ **Toyota Corolla Cross** 2.0L	66	$28,329	↑	⇊	68	28	370	! / !	↑	!	!	!	!	9.3	128	O
✓ **Hyundai Kona** 2.0L	65	$31,440	!	!	72	26	330	↑ / !	⇈	!	!	↓	↑	9.8	127	S
✓ **Kia Seltos** 2.0L	64	$24,820	!	↓	73	28	365	! / ↑	⇈	↓	↓	!	↑	9.0	128	O
✓ **Ford Bronco Sport** 1.5T	62	$33,655	!	↓	71	25	395	↑ / ↑	!	!	!	↑	↑	8.9	126	S
✓ **Buick Encore GX** 1.3T	61	$33,145	!	↓	68	26	340	! / !	↑	!	!	↑	↑	9.4	126	S
Mitsubishi Eclipse Cross 1.5T	56	$31,495	!	↓	61	24	380	! / ↑	!	!	!	!	!	9.9	132	O
Volkswagen Taos 1.5T (2024)	50	$33,064	↓	⇊	75	26	380	↑ / ⇈	↑	↑	!	!	↑	9.4	130	O
SUVs: COMPACT															
✓ **Subaru Forester** 2.5L	93	$35,518	⇈	↑	92	29	475	↑ / ⇈	↑	↑	⇈	↑	↑	8.6	127	O
✓ **Toyota RAV4 PHEV** 2.5H+E	88	$45,923	⇈	⇈	88	34	42E+500	↑ / ↑	↑	↑	↑	↑	↑	6.3	142	S

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
SUVs: COMPACT *Continued*																
✓ **Honda CR-V Hybrid** 2.0H	83	$37,500			93	35	495							8.4	133	S
✓ **Hyundai Tucson PHEV** 1.6T+E	83	$39,440			93	31	33^{E}+345							7.4	130	S
✓ **Hyundai Tucson Hybrid** 1.6T+H	82	$33,194			94	35	480							7.7	132	S
✓ **Toyota RAV4 Hybrid** 2.5H	81	$34,193			80	37	540							7.8	139	O
✓ **Kia Sportage PHEV** 1.6T+E	80	$41,320			92	31	34^{E}+345							7.4	130	O
✓ **Honda CR-V** 1.5T	79	$34,250			88	26	360							8.8	129	O
✓ **Mazda CX-5** 2.5L	78	$31,190			77	24	370							8.6	133	S
✓ **Hyundai Tucson** 2.5L	76	$31,969			84	26	370							9.6	130	S
✓ **Toyota RAV4** 2.5L	76	$32,109			73	27	395							8.3	131	O
✓ **Nissan Rogue** 1.5T	75	$34,905			81	25	360							9.1	134	S
✓ **Kia Sportage** 2.5L	75	$31,220			77	25	355							10.0	134	O
✓ **Kia Sportage Hybrid** 1.6T+H	74	$32,905			85	36	490							7.7	139	O
✓ **Volkswagen Tiguan** 2.0T	74	$31,645			84	25	380							10.3	131	S
✓ **Buick Envision** 2.0T	73	$43,180			77	23	370							7.5	127	S
✓ **Ford Escape PHEV (FWD)** 2.5H+E	71	$43,725			87	37	37^{E}+405							8.2	133	S
✓ **Ford Escape** 1.5T	70	$33,850			71	26	405							8.9	128	S
✓ **Mitsubishi Outlander PHEV** 2.4H+E	69	$47,225			79	25	38^{E}+365							7.2	135	S
✓ **Mazda CX-50** 2.5L	68	$38,620			78	24	375							9.3	131	S
Mitsubishi Outlander 2.5L	63	$34,340			71	25	360							9.8	133	S
Dodge Hornet PHEV 1.3T+E	55	$42,995			70	29	32^{E}+320							6.3	131	S
Ford Escape Hybrid 2.5H	54	$37,175			82	34	485							8.3	128	S
Dodge Hornet 2.0T	48	$34,675			59	23	315							6.4	132	S
SUVs: MIDSIZED																
✓ **Subaru Outback** 2.4T	85	$39,572			89	24	440							7.1	132	O
Mazda CX-70 3.3T	62	$48,605			83	24	435							7.2	128	S
Toyota Land Cruiser 2.4T+H	62	$69,770			57	20	355							8.5	132	S
Chevrolet Blazer 3.6L	59	$43,290			78	19	420							6.4	130	O
Jeep Grand Cherokee 3.6L	52	$50,590			73	20	465							7.8	138	S
Mazda CX-70 PHEV 2.5H+E	50	$55,150			79	23	25^{E}+430							6.8	130	S
Volkswagen Atlas Cross Sport 2.0T	49	$40,580			71	20	360							7.7	131	S
Ford Bronco 2.7T	48	$53,505			51	18	385							7.0	149	O
Jeep Grand Cherokee 4xe 2.0T+E	45	$64,795			75	21	25^{E}+400							6.1	142	S
Jeep Wrangler 3.6L	26	$48,400			34	18	395							7.3	144	O

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
SUVs: MIDSIZED 3-ROW																
✓ **Toyota Highlander Hybrid** 2.5H	81	$47,595	↑	↑	86	35	590	↑ / ⇈	↑	↑	↑	↑	↑	8.0	141	S
✓ **Hyundai Santa Fe Hybrid** 1.6T+H	81	$40,145	–	↑	94	34	605	↑ / ⇈	↑	↑	↑	↑	↑	7.9	129	S
✓ **Subaru Ascent** 2.4T	80	$43,867	–	–	90	22	420	↑ / ⇈	⇈	↑	⇈	↑	–	8.0	129	S
✓ **Kia Sorento Hybrid** 1.6T+H	80	$40,975	↑	↓	84	28	500	↑ / ↑	↑	↑	↑	↑	↑	8.1	132	S
✓ **Honda Pilot** 3.5L	79	$50,240	–	–	85	21	380	↑ / ↑	⇈	↑	↑	↑	–	7.7	129	S
✓ **Hyundai Palisade** 3.8L	79	$43,415	–	↑	85	21	395	↑ / ⇈	↑	⇈	↑	↑	–	7.1	132	S
✓ **Toyota Highlander** 2.4T	77	$46,328	↑	–	82	22	400	↑ / ⇈	↑	↑	↑	↑	–	7.7	133	S
✓ **Kia Telluride** 3.8L	76	$40,855	–	↑	92	21	390	↑ / ⇈	↑	⇈	↑	↑	–	7.2	127	S
✓ **Toyota Grand Highlander Hybrid** 2.5H	74	$47,595	–	↑	89	35	590	↑ / ⇈	↑	↑	↑	↑	–	8.0	141	S
✓ **Chevrolet Traverse** 2.5T	74	$49,460	–	–	76	20	440	↑ / ⇈	–	–	↑	↑	–	7.3	131	S
✓ **Hyundai Santa Fe** 2.5T	73	$40,465	–	↑	82	24	415	↑ / ⇈	↑	↑	↑	↑	↑	6.7	131	S
✓ **GMC Acadia** 2.5T	70	$49,190	–	–	77	20	440	↑ / ⇈	–	–	↑	↑	–	7.6	132	S
✓ **Ford Explorer** 2.3T	68	$49,940	–	–	74	21	370	↑ / ↑	↑	↑	–	↑	↑	7.4	136	S
✓ **Toyota Grand Highlander** 2.4T	68	$49,457	–	–	81	22	390	↑ / ⇈	↑	↑	↑	↑	–	8.0	134	S
✓ **Kia Sorento** 2.5T	68	$38,725	–	⇊	80	25	435	↑ / ↑	↑	↑	–	↑	↑	6.5	133	S
Nissan Pathfinder 3.5L	65	$46,375	↓	↓	81	21	385	↑ / ⇈	⇈	↑	–	↑	↑	7.6	138	S
Mazda CX-90 3.3T	64	$48,670	↓	–	85	24	435	↑ / ↑	↓	↑	↑	↑	↑	7.2	128	S
Dodge Durango 3.6L	63	$43,525	–	↑	78	18	445	⇈ / ↑	⇈	⇈	⇈	↑	–	8.3	134	S
Volkswagen Atlas 2.0T	53	$47,121	↓	↓	78	20	360	↑ / ⇈	↓	↑	–	⇈	↑	7.7	124	S
Mazda CX-90 PHEV 2.5H+E	51	$55,150	⇊	⇊	81	23	25[E]+430	↑ / ↑	↓	–	–	↑	↑	6.8	130	S
Jeep Grand Cherokee L 3.6L	50	$55,265	↓	↓	71	19	445	↑ / ↑	–	↑	↑	↑	–	8.8	141	S
SUVs: LARGE																
Toyota Sequoia 3.4T+H	59	$70,508	↑	↓	57	18	395	↑ / ↑	↑	↑	–	–	↓	6.8	145	S
Chevrolet Suburban 5.3L	59	$74,375	↓	–	69	16	440	⇈ / ⇈	↑	⇈	↑	↑	–	7.6	145	O
GMC Yukon XL 5.3L	56	$71,245	↓	–	67	16	440	⇈ / ⇈	↑	⇈	↑	↑	–	7.6	145	O
Jeep Wagoneer 3.0T	54	$82,285	↓	–	75	18	465	⇈ / ↑	–	⇈	↑	⇈	–	6.0	146	S
Chevrolet Tahoe 5.3L	53	$63,650	↓	–	67	17	400	⇈ / ⇈	↑	⇈	↑	↑	–	7.8	145	O
GMC Yukon 5.3L	53	$65,790	↓	–	67	17	400	⇈ / ⇈	↑	⇈	↑	↑	–	7.8	145	O
SUVs: LUXURY ENTRY-LEVEL																
✓ **Lexus UX300h** 2.0H	78	$42,735	↑	↑	75	37	395	↑ / ↓	–	↑	↑	↑	↑	8.8	137	S
✓ **Audi Q3** 2.0T	73	$43,940	–	↓	82	23	365	⇈ / ↑	↑	↑	↑	↑	↑	7.8	126	S
✓ **BMW X1** 2.0T	72	$46,495	–	↓	86	28	405	⇈ / ↑	↓	↑	–	⇈	↑	7.1	124	S
✓ **Mini Cooper Countryman S** 2.0T	71	$43,695	–	↑	76	28	395	↑ / ↑	⇊	↑	–	↑	↑	6.7	127	S
✓ **BMW X2** 2.0T	66	$46,295	–	↓	80	29	415	⇈ / ↑	↓	↑	–	↑	↑	7.0	128	S

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
SUVs: LUXURY ENTRY-LEVEL *Continued*																
Cadillac XT4 2.0T	56	$49,430			76	23	370							7.6	128	S
Volvo XC40 2.0T	56	$41,510			70	24	335							7.3	132	S
Alfa Romeo Tonale PHEV 1.3T+E	55	$47,790			71	29	32E+320							6.3	131	S
Mercedes-Benz GLA250 2.0T	55	$43,475			75	27	360							6.8	133	S
Alfa Romeo Tonale 2.0T	49	$38,490			60	23	315							6.4	132	S
SUVs: LUXURY COMPACT																
✓ Lexus NX450h+ 2.5H+E	83	$64,930			90	35	37E+505							6.1	132	S
✓ Lexus NX350h 2.5H	83	$47,590			84	38	550							7.6	138	S
✓ Lexus NX350 2.4T	78	$47,765			78	25	360							7.2	127	S
✓ Porsche Macan S 2.9T	76	$63,290			79	19	370							6.4	130	O/–
✓ Acura RDX 2.0T	75	$43,995			80	22	375							7.0	127	S
✓ Volvo XC60 PHEV 2.0T+E	71	$67,290			86	28	35E+525							4.8	129	S
✓ Infiniti QX50 2.0T	69	$51,380			75	22	340							7.2	129	S
✓ Cadillac XT5 3.6L	67	$51,025			75	20	445							7.1	132	O
Lincoln Corsair 2.0T	65	$50,870			80	23	365							7.2	128	S
Audi Q5 2.0T	64	$51,570			82	24	455							6.8	130	S
Volvo XC60 2.0T	63	$50,040			75	23	430							8.0	124	S
Genesis GV70 2.5T	63	$51,095			81	24	410							7.5	135	S
Maserati Grecale 2.0T	61	$77,845			83	24	405							6.2	129	O
Mercedes-Benz GLB250 2.0T	58	$47,435			81	26	415							6.8	125	S
Mercedes-Benz GLC300 2.0T	57	$58,195			78	26	450							6.6	127	S
Alfa Romeo Stelvio 2.0T	57	$52,040			74	24	410							7.0	132	S
Land Rover Range Rover Velar 2.0T	55	$59,503			74	21	335							8.4	130	S
Jaguar F-Pace 3.0T	54	$53,895			69	20	330							6.0	129	S
Land Rover Discovery Sport 2.0T	46	$49,895			57	21	370							8.6	136	S
Land Rover Range Rover Evoque 2.0T	46	$56,997			56	20	350							8.3	126	S
SUVs: LUXURY MIDSIZED																
✓ BMW X5 3.0T	87	$68,730			94	23	495							6.0	129	S
✓ Lexus RX450h+ 2.5H+E	85	$75,860			94	34	37E+490							6.4	135	S
✓ Lexus RX350h 2.5H	83	$59,955			86	34	495							7.8	137	S
✓ BMW X5 PHEV 3.0T+E	83	$82,945			98	21	39E+375							4.4	126	S
✓ Genesis GV80 3.5T	75	$65,775			77	18	375							6.0	129	S
✓ Porsche Cayenne 3.0T	75	$79,280			84	21	510							6.5	131	S
✓ Lexus RX350 2.4T	67	$55,595			79	24	420							7.5	132	S

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	BSW/RCTW
SUVs: LUXURY MIDSIZED *Continued*																
Lincoln Nautilus Hybrid 2.0H	61	$64,170	▼	▲▲	81	30	605	▲ / ▲▲	▼	▲	●	▲▲	●	7.3	132	S
Land Rover Range Rover Sport 3.0T	60	$92,170	▼	●	81	20	480	▲▲ / ▲▲	▼	▲▲	▲▲	▲▲	▲	7.2	133	S
Mercedes-Benz GLE450 3.0T	56	$75,090	▼	●	76	20	455	▲▲ / ▲▲	▼▼	▲▲	▲	▲▲	●	6.0	132	S
Land Rover Defender 3.0T	47	$70,710	▼	●	57	18	435	▲ / ▲	▼	▲	●	▲	●	6.9	147	S
SUVs: LUXURY 3-ROW																
✓ Lexus TX500h 2.4T+H	85	$72,815	▲	●	92	24	415	▲▲ / ▲▲	▼	▲	▲	▲▲	▲	6.3	135	S
✓ BMW X7 3.0T	83	$84,095	▲	●	90	22	475	▲▲ / ▲▲	●	▲▲	▲	▲▲	▲	6.5	136	S
✓ Audi Q7 3.0T	80	$71,010	▲	▼	87	20	440	▲▲ / ▲▲	●	▲▲	▲	▲▲	▲	7.0	133	S
✓ Lexus TX350 2.4T	76	$64,575	▲	●	79	21	375	▲▲ / ▲▲	▼	▲	▲	▲▲	●	8.1	131	S
✓ Infiniti QX60 3.5L	74	$59,835	●	▼▼	81	21	385	▲ / ▲	▲	▲	▲	▲▲	▲	6.7	138	S
✓ Acura MDX 3.5L	68	$58,400	●	●	77	20	365	▲▲ / ▲▲	●	▲	▲	▲▲	▲	7.4	139	S
✓ Cadillac XT6 3.6L	67	$62,515	●	●	76	18	385	▲ / ▲	▲	▲▲	▲	▲	▲	7.1	134	S
✓ Volvo XC90 2.0T	66	$65,395	●	▼	80	20	380	▲▲ / ▲▲	▼▼	▲	●	▲▲	●	7.7	126	S
✓ Lexus GX550 3.4T	65	$71,610	▲	▲	62	18	370	▲ / ▲	●	▲	●	▲▲	▼	7.0	131	S
Mercedes-Benz GLS450 3.0T	60	$89,030	▼	●	82	20	540	▲▲ / ▲▲	▼▼	▲▲	▲	▲▲	●	6.4	133	S
Cadillac Escalade 6.2L	60	$98,740	▼	▲	72	16	375	▲▲ / ▲▲	●	▲▲	▲	▲▲	●	6.5	136	S
Lincoln Aviator 3.0T	56	$64,920	▼	▼	78	19	385	▲ / ▲	▼	▲▲	▲	▲▲	▲	6.2	138	S
Land Rover Discovery 3.0T	52	$69,260	▼	▼	65	17	405	▲ / ●	●	▲▲	▲	▲▲	●	7.3	138	S
SUVs: ELECTRIC																
✓ Tesla Model Y	73	$50,380	●	▲	88	NA	311[E]	▲▲ / ▲	▼▼	▲	▼	▲	▲▲	4.7	121	S
✓ Nissan Ariya	68	$63,020	●	●	70	NA	253	▲ / ▲	●	▲	●	▲	▲	5.4	130	S
✓ Ford Mustang Mach-E	68	$55,800	●	▲	74	NA	299	▲ / ▲	●	▲▲	●	▲	▲▲	5.3	136	S
Hyundai Ioniq 5	64	$51,020	▼	●	89	NA	290[E]	▲ / ▲	●	▲▲	▲	▲	▲	4.7	131	S
Kia EV6	64	$52,840	▼	●	86	NA	277	▲ / ●	●	▲▲	▲	▲	▲▲	4.7	126	S
Volkswagen ID.4	56	$50,870	▼	▼	78	NA	253	▲▲ / ▲	▼▼	▲▲	▲	▲	▲	5.8	134	S
Honda Prologue	56	$56,550	▼	▲	72	NA	277	▲ / ▲	▲	▲	●	▲	▲	6.2	140	S
Subaru Solterra	55	$50,432	▼	▼▼	67	NA	210	▲ / ●	●	▲	●	▲	▲	6.4	135	S
Toyota bZ4X	55	$51,009	▼	▼▼	67	NA	210	▲ / ●	●	▲	●	▲	▲	6.4	135	S
Chevrolet Blazer EV	39	$60,000	▼▼	▲	68	NA	275	● / ▲	●	▲	●	▲	▲	6.3	139	S
SUVs: ELECTRIC 3-ROW																
✓ Kia EV9	73	$65,620	●	▲	88	NA	285	▲ / ▲▲	●	▲	▲	▲	●	5.3	126	S
Mercedes-Benz EQS SUV	62	$111,580	▼	●	83	NA	314	▲▲ / ▲▲	▼	▲▲	▲	▲▲	▲	5.6	126	S
Tesla Model X	53	$94,130	▼	●	74	NA	335[E]	▲▲ / ●	▼▼	▲	●	▲▲	●	4.9	127	S
Rivian R1S	42	$79,250	▼▼	▲▲	72	NA	321[E]	▲ / ▲	▼▼	▲	●	▲	▲	3.5	132	S

Make + Model	Overall Score	Price	Survey Results		Road-Test Results										ADAS
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E = EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0–60 mph, sec.	Dry braking, 60–0 mph, ft.	BSW/RCTW
SUVs: ELECTRIC LUXURY																
✓ Genesis GV60	74	$60,220			86	NA	251							5.1	131	S
✓ Audi Q4 E-Tron	72	$60,580			79	NA	258E							5.9	133	S
Lexus RZ	67	$63,405			70	NA	202							4.9	138	S
BMW iX	66	$92,695			91	NA	370							4.3	127	S
Genesis Electrified GV70	62	$67,595			79	NA	220							4.0	133	S
Acura ZDX	61	$70,450			80	NA	313							5.7	132	S
Audi Q8 E-Tron	58	$80,450			86	NA	272E							6.3	131	S
Mercedes-Benz EQE SUV	58	$84,690			76	NA	284							5.9	124	S
Volvo C40	55	$62,340			66	NA	232							4.4	126	S
Cadillac Lyriq	49	$73,945			84	NA	315							5.1	132	S
PICKUPS: SMALL																
✓ Ford Maverick 2.0T	74	$29,965			78	23	380							7.1	127	O
✓ Ford Maverick Hybrid (FWD) 2.5H	69	$32,925			82	37	505							8.3	129	O
Hyundai Santa Cruz 2.5T	60	$42,050			76	24	425							6.6	132	S
PICKUPS: MIDSIZED																
✓ Honda Ridgeline 3.5L	79	$36,480			83	20	380							7.3	134	S
Ford Ranger 2.3T	61	$42,960			57	21	390							7.9	150	O
Nissan Frontier 3.8L	50	$40,630			67	18	370							7.5	128	O
Jeep Gladiator 3.6L	49	$46,405			52	18	400							7.8	135	O
Chevrolet Colorado 2.7T	46	$41,070			71	19	410							6.9	134	O
GMC Canyon 2.7T	46	$44,970			71	19	410							6.9	134	O
Toyota Tacoma 2.4T	45	$46,787			59	20	365							7.5	136	O
PICKUPS: FULL-SIZED																
Ram 1500 3.0T	68	$61,785			83	18	480							5.8	139	S
Ford F-150 2.7T	67	$55,535			75	19	485							6.7	143	S
Chevrolet Silverado 1500 5.3L	64	$50,225			78	17	400							6.9	136	O
Chevrolet Silverado 1500 3.0D	64	$50,225			78	23	560							7.9	144	O
GMC Sierra 1500 5.3L	64	$52,100			78	17	400							6.9	136	O
GMC Sierra 1500 3.0D	64	$52,100			78	23	560							7.9	144	O
Toyota Tundra 3.4T	54	$53,393			71	17	540							6.3	140	O
Ford F-150 Hybrid 3.5T+H	47	$69,935			79	20	600							6.3	141	S
PICKUPS: ELECTRIC																
Ford F-150 Lightning	62	$80,889			81	NA	270							4.3	144	S
Tesla Cybertruck	58	$81,985			79	NA	325E							4.1	123	S
Rivian R1T	55	$74,500			84	NA	334							3.8	135	S

WORSE — BETTER | ✓ CR RECOMMENDED | CR GREEN CHOICE

SPECIAL BUYING GUIDE

3 *New Car* REVIEWS

▲FORD MUSTANG GT

THE 256 SUVs, cars, trucks, and minivans on the following pages each have a review from Consumer Reports' auto experts, along with a predicted reliability rating based on our exclusive member surveys.

Tested vehicles earn an Overall Score, which is a composite of our road-test score, predicted reliability, and owner satisfaction from CR's Auto Surveys. We also consider the results of any crash tests conducted by the federal government and the insurance industry, and the availability of crash-prevention systems.

Each model listed includes CR's overall fuel economy or, for EVs and plug-in hybrid electric vehicles (PHEVs), their driving range.

BY JONATHAN LINKOV

HOW TO READ THE REVIEWS

Recommended vehicles, identified by a check mark (✔), are cars that achieved a high Overall Score in their category. If the vehicle was tested by the National Highway Traffic Safety Administration and/or the Insurance Institute for Highway Safety, it must also have scored adequately in those tests. (Not all cars are crash-tested. For example, some luxury models are excluded.)

Overall Score is a combination of a vehicle's CR road-test performance, its reliability and owner satisfaction results from our Auto Surveys, government and insurance industry crash test results, and the availability of crash prevention systems.

Price is the manufacturer's suggested retail base price range and doesn't include any options or destination charges. An "E" indicates an estimated price if final pricing wasn't available at the time of publication.

Reliability is our prediction of how likely a model is to be trouble-free, based on the results from our Auto Surveys. Models available in two versions will have both scores shown.

Owner satisfaction, although not displayed, is part of the Overall Score and is based on our surveys. We ask members the following question: "Considering all factors (price, performance, reliability, comfort, enjoyment, etc.), would you get this car if you had to do it all over again?" Respondents have four choices, from Definitely Yes to Definitely No.

Road-test score sums up how the vehicle performed in our more than 50 objective tests and subjective evaluations.

MPG represents CR's instrumented measurement of a model's overall fuel consumption, based on our city and highway testing, for vehicles with a gasoline engine, including hybrids and plug-in hybrid electric vehicles (PHEVs).

Range is the result of our 70-mph highway-range test for EVs. For PHEVs, we include the EPA electric range.

If we have not tested the range or fuel economy of a model, the EPA data is used, noted with an "E," when available.

Models that have not been tested will have an "NA" for Overall Score. If we have tested multiple versions of a model, we list their individual scores or data.

COMMON SAFETY ABBREVIATIONS

We use these to identify a few key active safety features: AEB (automatic emergency braking), BSW (blind spot warning), and RCTW (rear cross traffic warning).

Acura ADX

GAS
NA
OVERALL SCORE

$35,000-$45,000E RELIABILITY
NA MPG

Acura is basing its new entry-level luxury SUV on the same global platform as the Honda HR-V and other models. But unlike the subcompact HR-V's noisy and lackluster 2.0-liter four-cylinder, the ADX will use a more powerful 1.5-liter turbocharged four-cylinder engine that's also found in the Integra sedan. The ADX will be offered in three trim levels, and all will be available with front- or all-wheel drive. In addition to the more luxurious interior, sport-tuned suspension, and stylish exterior, the ADX will feature a number of additional tweaks to keep the cabin quiet, addressing a problem we found with the HR-V. Pricing will start in the mid-$30,000s when the ADX arrives early this year.

Acura Integra

GAS
73
OVERALL SCORE

$33,000-$52,600 RELIABILITY
31 MPG

Acura resurrected the Integra name for its entry-level four-door hatchback. It's essentially an upscale version of the Civic and is powered by a 200-hp, 1.5-liter turbo four-cylinder shared with the sporty Civic Si. The top version, the Type S, comes with a 320-hp, 2.0-liter turbo-four paired to a six-speed manual. Most versions have a continuously variable transmission, which lets the engine rev higher than the Integra's actual acceleration; we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple but are barely differentiated from the Civic's, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors.

Acura MDX

GAS
68
OVERALL SCORE

$51,200-$75,250 RELIABILITY
20 MPG

The MDX is a functional three-row midsized luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic, a powertrain that works well. Fuel economy is 20 mpg overall. The top-of-the-line Type S has a smooth, powerful 355-hp, 3.0-liter turbo V6. The ride is comfortable, and handling is secure but not sporty. The front seats are wide and supportive, and interior materials are of a high quality. The rear seat's midsection is removable, which creates an aisle to the third row. The MDX lost the finicky touchpad for 2025, and now infotainment tasks are handled through the touchscreen.

Acura RDX

GAS
75
OVERALL SCORE

$44,700-$54,450 RELIABILITY
22 MPG

The RDX drives nicely, but it has confusing and distracting controls. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation starting up from a stop. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging, thanks to its nimble handling. The fussy touchpad, which is the only way to interact with the infotainment screen, is frustrating to use. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class.

Acura TLX

GAS
63
OVERALL SCORE

$45,400-$57,750 RELIABILITY
23 MPG

The sleek TLX is larger than competing compact sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing but return an unimpressive 23 mpg overall. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a stronger 355-hp, 3.0-liter turbo V6 and is quite capable when the road gets twisty. While the TLX's ride is comfortable and handling is nimble, there's too much road and engine noise, undermining its premium aspirations. The front seats are supportive, but the rear seat is tight, and the car's low stance hurts cabin access. The touchpad-based infotainment system is very distracting to use.

Acura ZDX

EV
61
OVERALL SCORE

$64,500-$74,500 RELIABILITY
RANGE 313 MILES

The ZDX is Acura's first EV and a product of an alliance with GM. It shares its platform and technology with the Cadillac Lyriq and Honda Prologue. The A-Spec version is available with single or dual electric motors, the latter giving it all-wheel drive. We got a robust 313 miles of range on the highway with the dual-motor version. The large 102-kilowatt-hour battery is able to take in about 30 miles of range per hour during home charging. Maximum DC fast charging acceptance rate at public places is 190 kW. The ZDX is quick and quiet. It rides comfortably, but handling is short on agility. The cabin is very roomy, with a generous rear seat. Many of the controls, including the gear selector and stalks, reflect the current GM format, but the infotainment system is easier than GM's to use.

Alfa Romeo Giulia

GAS
55
OVERALL SCORE

$43,995-$49,995 RELIABILITY
27 MPG

Alfa's compact luxury sedan corners and steers like a sports car. The standard 280-hp, 2.0-liter turbo four-cylinder is mated to an eight-speed automatic and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than many of its competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and a limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version was discontinued for 2025.

Alfa Romeo Stelvio

GAS
57
OVERALL SCORE

$48,995-$56,995 RELIABILITY
24 MPG

The Stelvio compact luxury SUV delivers fantastic handling that makes it fun to drive on a twisty road. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is somewhat jittery, the suspension absorbs bumps rather well. But the Stelvio does have some annoying quirks, including a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version has been discontinued for the 2025 model year. Consolidation of trim offerings means AWD is now standard.

Alfa Romeo Tonale

GAS 49 OVERALL SCORE | PHEV 55 OVERALL SCORE

$36,495-$54,495 RELIABILITY /

23 MPG / *PHEV* 29 MPG; RANGE 32[E] MILES

The Tonale is a small luxury SUV that slots under the Alfa Stelvio in price and size. It comes standard as a 2.0-liter turbo and higher trims are powered by a plug-in hybrid, with a 1.3-liter turbocharged four-cylinder engine. The gas engine drives the front wheels and an electric motor provides power to the rear, giving it a combined 285 hp and all-wheel drive. We found it to be quite quick, but the power delivery is inconsistent. The EPA estimates the Tonale can drive 32 miles on electric power. We measured 29 mpg when it operates as a hybrid. Handling is rather bland for an Alfa, and the ride is stiff, the cabin is loud, and interior materials are unimpressive for the price. We found that many of the controls are unintuitive to use.

Audi A3

GAS 76 OVERALL SCORE

$38,200-$62,300 RELIABILITY

31 MPG

The A3 packs a solid and upscale feel into a small package. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp turbocharged four-cylinder and a seven-speed dual-clutch automatic with a mild-hybrid setup come standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. The A3 now has the same infotainment and connectivity features as the rest of the Audi line. Audi finally made BSW and RCTW standard with the 2025 model.

Audi A4

GAS 83 OVERALL SCORE

$44,100-$61,500 RELIABILITY

27 MPG

Even though it's about to be redesigned, the A4 remains among the best luxury compact sports sedans, thanks to its enjoyable driving experience. The punchy 2.0-liter turbo four-cylinder is paired with a seven-speed dual-clutch automatic, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The driver's instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The Allroad wagon adds versatility, and the sportier S4 uses a turbo V6. The A5 hatchback is based on the A4. BSW and RCTW are optional.

Audi A6

GAS 81 OVERALL SCORE

$58,100-$126,600 RELIABILITY

26 MPG

Most versions of the midsized A6 come with a 2.0-liter turbo four-cylinder engine, while a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit from a rolling stop. Ultimately, the 2.0-liter proved to be plenty energetic and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the supportive front seats are extremely comfortable. The infotainment system is daunting to use at first but ultimately is logical. The high-performance RS 6 wagon uses a 4.0-liter turbo V8. Both BSW and RCTW are optional. The A7 is a stylish four-door hatchback based on the A6.

Audi A8

GAS 80 OVERALL SCORE

$92,000-$125,300 RELIABILITY

21 MPG

Audi's flagship features a smooth, powerful turbo V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large all-wheel-drive sedan. A high-performance S8 comes with a turbo V8 engine. The infotainment system looks complex at first, but we found it to be logical to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, while the rear seat has limolike room. BSW and RCTW are optional, a serious oversight for a car in this price range.

Audi Q3

GAS 73 OVERALL SCORE

$39,800-$42,600 RELIABILITY

23 MPG

The Q3 is a pleasant-driving SUV that packs luxury and practicality into a small package. A 228-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23-mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available.

Audi Q4 E-Tron

EV 72 OVERALL SCORE

$49,800-$64,800 RELIABILITY

RANGE 258[E] MILES

The Q4 E-Tron electric SUV shares its platform with Volkswagen's ID.4. The 50 E-Tron Quattro we tested has an 82-kilowatt-hour battery pack with a dual-motor setup and all-wheel drive, which gets an EPA-rated driving range of 258 miles. It can accept a charging output of 175 kilowatts when using a DC fast charger in public places. Level 2 home charging from near-empty takes 9 hours. Power delivery is smooth, quiet, and effortless, and acceleration is measured rather than abrupt as with some EVs. Handling is responsive, and the ride is firm but composed. The nicely finished interior has an uncluttered design, and the front seats are comfortable and supportive. There's also a 282-hp rear-drive 45 E-Tron with an EPA-rated 288-mile driving range. The Q4 Sportback E-Tron is a coupelike version that compromises cargo space.

Audi Q5

GAS 64 OVERALL SCORE

$45,400-$68,900 RELIABILITY

24 MPG

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has an EPA-estimated electric-only range of 23 miles. A coupelike Sportback version and a high-performance SQ5 are also available. A redesigned Q5 arrives later this year as a 2026 model.

Audi Q6 E-Tron

EV
NA
OVERALL SCORE

$63,800-$79,300 RELIABILITY NA
RANGE 295[E] MILES

The midsized Q6 E-Tron SUV uses a chassis that also underpins the new Porsche Macan Electric. It is 4 inches longer and about 3 inches wider than the Q5, although it is the same height. There are three versions: The 302-hp Q6 E-Tron has rear-wheel drive, while both the 422-hp E-Tron Quattro and the sportier 483-hp SQ6 have all-wheel drive. EPA range estimates are between 283 and 321 miles depending on the version. The interior is dominated by an 11.9-inch display in front of the driver that curves and blends into the 14.5-inch center touchscreen. A 10.9-inch display for the front passenger is available. So far we've found our Q6 to be quick and quiet. Handling is nimble and the ride is taut, with an underlying firmness. The front seats are very comfortable and supportive. While very nice, interior fit and finish doesn't match the Mercedes-Benz EQE SUV.

Audi Q7

GAS
80
OVERALL SCORE

$60,500-$96,900 RELIABILITY
20 MPG

With its optional turbocharged V6, it is quick, quiet, and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7.

Audi Q8 E-Tron

EV
58
OVERALL SCORE

$74,800-$98,600 RELIABILITY
RANGE 272[E] MILES

Audi's largest EV has an EPA-estimated 272-mile range for 2025, a 68-mile increase since it first debuted. Horsepower has also increased, up to 402 from 355. A three-motor SQ8 version brings 496 hp and an EPA-estimated range of up to 253 miles. The DC fast charging acceptance rate is now 170 kilowatts. This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a standard air suspension for a supremely comfortable ride. It's quick and super-quiet, which makes the Q8 E-Tron glide along smoothly and effortlessly. Although handling is responsive, it's less athletic than a BMW iX, for example. A coupelike Sportback is also available.

BMW 2 Series

GAS
78
OVERALL SCORE

$39,200-$64,900 RELIABILITY
31 MPG

The 2 Series Coupe is a thoroughbred BMW using a more performance-oriented rear-wheel-drive platform than the 2 Series Gran Coupe's. A 255-hp turbo four-cylinder powers the 230i, while the M240i gets a 382-hp turbo inline-six. Both come with rear- or all-wheel drive. The eight-speed automatic is smooth and quick, and a manual gearbox is available in the 473-hp M2. Even with the base engine, the car pulls strongly and the engine sounds lovely. It managed a commendable 31 mpg overall in our testing. Handling is agile, and the ride is taut yet refined. The cabin is nicely finished, and the front seats are comfortable, though the rear seat is tight. The infotainment system has a large screen that serves as the climate and media interface. Highway-speed AEB is optional.

BMW 2 Series Gran Coupe

GAS
NA
OVERALL SCORE

$39,600-$49,500 RELIABILITY
NA MPG

The redesigned 2 Series Gran Coupe now comes standard with a 241-hp turbo four-cylinder engine and a new seven-speed dual-clutch automatic transmission. BMW claims the revised suspension will improve ride comfort, which we found to be overly firm when we first tested the Gran Coupe. The sporty M235 is stiffer and comes with a 312-hp engine. The Gran Coupe should not be confused with the 2 Series coupe, which is a genuine sports car. Rather, the Gran Coupe is based on a front-wheel-drive chassis shared with the X1, X2, and Mini Countryman. It may look like a hatchback but is actually a sedan. The iDrive 9 infotainment system moved climate control and media buttons into the touchscreen.

BMW 3 Series

GAS
74
OVERALL SCORE

$45,500-$85,300 RELIABILITY
29 MPG

The 3 Series blends driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder paired with a smooth and responsive eight-speed automatic. Handling is nimble, but the ride is quite firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is not as logical as previous versions, and most climate control buttons have been moved into the touchscreen. The 330e PHEV has been dropped for 2025. BSW, RCTW are optional on the 3 Series, and highway-speed AEB are optional on both the 3 and 4 Series. The 4 Series is a sleeker coupe or convertible version.

BMW 5 Series

GAS
83
OVERALL SCORE

$58,700-$121,500 RELIABILITY
29 MPG

The 5 Series is a luxurious and refined sedan with high levels of cabin technology. Our tested 530i with all-wheel drive returned an impressive 29 mpg from the 255-hp, 2.0-liter turbo four-cylinder. Rear-wheel drive is also available. The 540i xDrive is powered by a muscular 375-hp, 3.0-liter turbo inline-six. Both engines are mated to a smooth-shifting eight-speed automatic. Handling is taut and agile, while the ride is firm yet compliant and composed. The front seats are well shaped and supportive, and the rear seat is comfortable but a bit tighter than those in some midsized sedans. The interior is luxurious and high-tech, with a digital instrument display and a 14.9-inch center infotainment touchscreen. Climate functions are performed through the screen. A plug-in hybrid with about 33 miles of all-electric range is available for 2025.

BMW 7 Series

GAS
NA
OVERALL SCORE

$97,300-$168,500 RELIABILITY
20[E] MPG

The regular 7 Series is available with a slick turbo inline six-cylinder and a muscular V8, both of which have an eight-speed automatic and a 48-volt mild-hybrid system to optimize fuel economy and support accessories. It is joined by an all-electric version, dubbed i7, that has all-wheel-drive and a maximum 321 miles of range. A 750e plug-in hybrid is also available. The interior is extremely luxurious, and the rear seat is very roomy—with or without the optional lounge seating that allows reclining. Ride comfort is superb, the cabin is quiet, power is abundant and handling is agile, thanks to the rear steering feature. Highway-speed AEB is optional. The infotainment system has a large curved screen that serves as the climate and media interface.

BMW i4

EV
89
OVERALL SCORE

$52,800-$70,700 RELIABILITY
RANGE 318 MILES

The i4 is a low-slung EV hatchback that is based on a modified 3 Series platform. It's quick and agile, and has an impeccably finished interior. The 396-hp all-wheel-drive xDrive40 has an EPA-estimated driving range of 307 miles. However, the 536-hp AWD M50 we tested managed 318 miles in our 70-mph highway range test, far exceeding the EPA's estimate, yet also delivers thrilling, effortless acceleration. We were able to gain 65 miles of range in 15 minutes at public DC fast charging venues, thanks to the i4's competitive 205-kilowatt max acceptance rate. The ride is taut yet compliant, and the cabin is wonderfully silent. The front seats are comfortable and supportive, but rear-seat space is tight. BMW's latest infotainment system packs too many controls into the touchscreen, adding to driver distraction. Highway-speed AEB is optional.

BMW i5

EV
84
OVERALL SCORE

$67,100-$84,100 RELIABILITY
RANGE 295 MILES

The i5 is the all-electric version of the 5 Series midsized luxury sedan. The i5 M60 proved to be one of the best cars we've ever tested, thanks to its super quick acceleration, agile handling, and cushy ride. The single-motor, rear-drive i5 eDrive40 produces 335 hp while the dual-motor xDrive40 makes 389 hp. The top-level M60 we tested churns out 590 hp and comes standard with AWD. It covered 295 miles on a single charge during our 70-mph highway range test, far exceeding the EPA's estimate. Maximum acceptance rate at DC fast charging locations is a competitive 205 kilowatts. The front seats are supportive and very comfortable, while the rear seat is a little cramped for the class. The interior is luxurious and high-tech, with a digital instrument display and a 14.9-inch center touchscreen. Climate functions are accessed through the screen.

BMW iX

EV
66
OVERALL SCORE

$87,250-$111,500 RELIABILITY
RANGE 370 MILES

The impressive iX electric SUV is scaled like the midsized X5. It is super-quick and quiet, delivers a plush ride and agile handling, and has a uniquely stylish cabin. It employs two motors to give it all-wheel-drive capability. Our tested 70-mph highway driving range is a commendable 370 miles. The airy interior is luxurious and uncluttered, but the controls are complicated because too many functions require interfacing with the infotainment screen. Maximum acceptance rate of 195 kilowatts in public DC fast charging locations is competitive. Home charging from empty on 240 volts takes 11 hours, which is not surprising, given the large 111-kilowatt-hour battery. The optional driving assistance suite includes adaptive cruise control and lane centering assistance. Available in three configurations, the iX gets several midyear updates and more standard features for 2025.

BMW X1

GAS
72
OVERALL SCORE

$40,950-$50,350 RELIABILITY
28 MPG

One of the better entry-level luxury SUVs, the X1 is based on a front-drive platform, although all-wheel drive is standard. Its turbo four-cylinder engine is very responsive and fuel-efficient. The seven-speed dual-clutch automatic shifts smoothly, but the initial takeoff is abrupt. The ride is stiff, but handling is agile and secure. The control layout relies on the touchscreen for most climate and media adjustments. The seats are very comfortable, the cabin has stylish details, and the floating center console frees up space for the driver's right knee.

BMW X2

GAS
66
OVERALL SCORE

$42,450-$51,850 RELIABILITY
29 MPG

The X2 is essentially an X1 with a swept-back roofline, giving it some styling pizzazz but also hurting rear and side visibility, as well as reducing cargo room. While we appreciate the X2's gutsy 241-hp, 2.0-liter turbocharged four-cylinder engine, decent handling, and fantastic front seats, we don't like the low-speed quirks that accompany the seven-speed dual-clutch automatic, the overly firm ride, or the frustrating controls. At least BSW and RCTW are now standard, and fuel economy is commendable at 29 mpg overall. The X2 has a large, dash-dominating infotainment display screen. But the driver has to use the complicated touchscreen to make simple adjustments to the audio and climate functions. The cabin's fit and finish is excellent. The sportier M35i xDrive comes with a 312-hp version of the 2.0-liter engine.

BMW X3

GAS
NA
OVERALL SCORE

$49,500-$64,100 RELIABILITY
29[E] MPG

Redesigned for 2025, the fourth-generation X3 grows slightly in length and power, and it aligns its control layout with other recent BMWs. There is a wide, curved display that houses the iDrive 9 infotainment system. The climate controls are split between that screen and their own separate row. The standard 255-hp, 2.0-liter turbocharged four feels crisp and energetic, and the eight-speed automatic is smooth and swift. The sporty M50 version features a powerful 393-hp, 3.0-liter turbocharged inline-six. Either way, the 48-volt mild-hybrid system is unobtrusive and should aid fuel economy. Handling is taut and agile, the ride is absorbent and composed, and the cabin is quiet. The front seats are very comfortable and supportive. The optional driving assistance suite includes adaptive cruise control and lane centering assistance.

BMW X5

GAS
87
OVERALL SCORE

PHEV
83
OVERALL SCORE

$65,700-$90,850 RELIABILITY /
23 MPG / *PHEV* 21 MPG; RANGE 39[E] MILES

Recent updates have given the X5 a 14.9-inch curved touchscreen with the new iDrive 8 infotainment system and a digital instrument display. Many of the physical climate controls have been replaced by touchscreen-based buttons. The standard 3.0-liter turbo six-cylinder now makes 375 hp, is quick and smooth, and returns a decent 23 mpg overall. We also tested the xDrive50e plug-in hybrid, which can run on electric power for 39 miles and gets 21 mpg as a hybrid. The ride is comfortable and impressively steady and composed. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. The X6 is a sportier, coupelike version. The optional driving assistance suite includes adaptive cruise control and lane centering assistance.

BMW X7

GAS
83
OVERALL SCORE

$83,500-$152,400 RELIABILITY
22 MPG

BMW's luxurious three-row SUV got a recent freshening with a new face and a wide, curved screen inside that houses the gauges and the climate and infotainment functions, with the complicated iDrive 8.5 operating system, which is similar to the one in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more hp. The eight-speed automatic shifts smoothly. This gem of a powertrain provides ample acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. The M60i xDrive's V8 gets a mild-hybrid system. The available Active Lane Change system allows the driver to switch lanes simply by looking in the corresponding exterior side mirror.

BMW Z4

GAS
75
OVERALL SCORE

$54,050-$66,450 RELIABILITY
29 MPG

The Z4 is a sporty two-seat roadster that comes with a 2.0-liter turbo four-cylinder that delivers prompt acceleration, an invigorating exhaust sound, and good fuel economy. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority, but a manual transmission is not available. The Z4's handling is super-nimble, but it has an ever-present stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience. New for 2025, the Z4 M40i is available for the very first time with a six-speed manual transmission. BSW, RCTW, and highway-speed AEB are optional.

Buick Enclave

GAS
NA
OVERALL SCORE

$45,000-$58,000 RELIABILITY
21[E] MPG

Redesigned for 2025, the Buick Enclave three-row SUV makes notable technological advances, with a large screen that contains the instrument panel and an infotainment touch-screen that's relatively easy to use. The Enclave ditches the refined 3.6-liter V6 for a noisy 2.5-liter turbocharged four-cylinder engine paired with an eight-speed automatic transmission. Both front- and all-wheel drive are offered. Power is adequate, but the rough-sounding engine takes away from the experience. Otherwise, the Enclave is quiet and the ride is comfortable. Handling is sound but not exceptional. The interior is roomy, and most versions have second-row captain's chairs, which can fold with the press of a button on the ST and Avenir trims. The top Avenir trim comes with an adaptive suspension.

Buick Encore GX

GAS
61
OVERALL SCORE

$26,000-$33,100 RELIABILITY
26 MPG

The Encore GX subcompact SUV recently received a freshening that brought a new infotainment system, an upscale Avenir version, a new logo, and updated styling. The front-wheel-drive versions come with either a 1.2-liter turbo three-cylinder or a slightly more powerful 1.3-liter turbo three-cylinder, which are both mated to a CVT. The all-wheel-drive one has the 1.3-liter hooked up to a nine-speed automatic. In our tests we found that the AWD GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. Highway-speed AEB is not available.

Buick Envision

GAS
73
OVERALL SCORE

$36,500-$46,200 RELIABILITY
23 MPG

The Envision is a pleasant if unexciting compact SUV. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. All-wheel drive is standard. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The controls were updated for 2024 including a larger infotainment screen, fewer physical climate controls, and a steering column-mounted gear selector.

Buick Envista

GAS
62
OVERALL SCORE

$23,700-$28,600 RELIABILITY
29 MPG

The Envista is an all-new replacement for the Encore, Buick's previous subcompact SUV. This front-wheel-drive hatchback with a slightly elevated ride height fits below the Encore GX in Buick's lineup and is mechanically similar to the Chevrolet Trax. The sole engine is a 1.2-liter turbocharged three-cylinder that supplies strong midrange torque, but the power delivery is often uneven, with either too much or too little acceleration. Fuel economy is decent at 29 mpg overall. The six-speed automatic isn't the smoothest, and neither is the ride. Handling is unexciting but secure. The cabin is a bit drab, but it's quite roomy and the controls are easy to use. BSW and RCTW are optional.

Cadillac CT4

GAS
70
OVERALL SCORE

$34,995-$62,195 RELIABILITY
25 MPG

The Cadillac CT4 has the handling, braking, and steering prowess of a well-honed sports sedan. The standard engine is a responsive but not-so-refined 237-hp, 2.0-liter turbo four-cylinder, coupled to an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel drive are available. Handling is agile, making the car fun to drive. The ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top notch. Highway-speed AEB is optional. GM's Super Cruise active driving assistance system is available.

Cadillac CT5

GAS
70
OVERALL SCORE

$47,595-$95,595 RELIABILITY
24 MPG

The CT5 midsized luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbo four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbo V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing offers an optional six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. The CT5 has been refreshed for the 2025 model year and has received changes including exterior styling updates, along with a new 33-inch infotainment and instrument cluster screen.

Cadillac Escalade

GAS
60
OVERALL SCORE

$87,595-$162,995 RELIABILITY
16 MPG

The super-roomy, three-row Escalade is much more luxurious and high-tech than its Chevrolet Tahoe and Suburban siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though its 16 mpg overall is dismal. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure, and the SUV rides comfortably. The plush, quiet, and high-tech interior includes a large infotainment display. BSW and RCTW are now standard. For 2025 the Super Cruise active driving assistance system is standard. The high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive. An electric version called the Escalade IQ is also available.

Cadillac Lyriq

EV
49
OVERALL SCORE

$58,595–$67,495 RELIABILITY
RANGE 315 MILES

The Lyriq is quick, quiet, and agile, with a plush but understated interior. It comes with either rear- or all-wheel drive, producing 340 hp or 500 hp, respectively. The EPA estimates the RWD version has a 314-mile driving range. The AWD model we tested achieved an excellent 315 miles in our 70-mph highway range test. Home-charging the 102-kilowatt-hour battery can be relatively quick if using a 100-amp circuit, thanks to the optional 19.2-kilowatt onboard charger. A maximum acceptance rate of 190 kW at DC fast charging locations is also competitive. The infotainment system has Google maps and voice assistant built in. Some of the controls aren't very user-friendly, especially the seat-adjustment buttons that are located on the door. The Super Cruise active driving assistance system is available with a subscription.

Cadillac Optiq

EV
NA
OVERALL SCORE

$52,895–$55,595 RELIABILITY NA
RANGE 302[E]

Based on GM's Ultium modular electric platform, the two-row Optiq SUV will be positioned below the Lyriq in the automaker's expanding line of EVs. There is a single powertrain configuration, with about 300 hp and all-wheel drive, and one battery pack at 85 kilowatt-hours. It has an EPA-estimated driving range of 302 miles. The elegant interior houses a massive 33-inch display that encompasses instrument panel and infotainment system functions. Fortunately, there are still physical buttons for many common controls. Fitting with its high-tech image, the Optiq has a comprehensive suite of standard active safety and driving assistance features, including Super Cruise, which can handle acceleration, braking, and steering on premapped divided highways with a subscription.

Cadillac XT4

GAS
56
OVERALL SCORE

$40,795–$44,095 RELIABILITY
23 MPG

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The XT4's handling is quite nimble, and even though its ride is on the stiff side, it's on a par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. A 2024 refresh introduced a new infotainment system with curved displays that is borrowed from the Escalade. Cadillac's Active Safety Package became standard for 2025 and includes adaptive cruise control, lane keeping assistance, lane departure warning, and automatic emergency braking.

Cadillac XT5

GAS
67
OVERALL SCORE

$44,295–$57,195 RELIABILITY
20 MPG

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the turbo four-cylinder feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious feel. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. BSW and RCTW are not available on base trim.

Cadillac XT6

GAS
67
OVERALL SCORE

$49,195–$60,695 RELIABILITY
18 MPG

Cadillac's three-row midsized SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination that packs a lot of power for merging and passing. The cabin is quiet and well finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls are relatively easy to use. Highway-speed AEB is optional, and Cadillac's Super Cruise active driving assistance system is available on some trims.

Chevrolet Blazer

GAS
59
OVERALL SCORE

$35,400–$45,700 RELIABILITY
19 MPG

The Blazer midsized SUV seats five passengers and is focused more on styling and comfort than on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rear visibility is restricted because of the sloping roofline and thick rear roof pillars. A 10-inch center infotainment screen comes standard, and adaptive cruise control is now more widely available. BSW and RCTW are unavailable on the base trim.

Chevrolet Blazer EV

EV
39
OVERALL SCORE

$44,600–$60,600 RELIABILITY
RANGE 275 MILES

The Blazer EV shares its EV platform with the Cadillac Lyriq. The AWD version we tested managed a respectable 275 miles in our 70-mph highway-range test; rear-drive versions are EPA-estimated at 344 miles. It has an 11.5-kilowatt onboard charger that facilitates relatively quick home charging (about 10 hours on 240 volts). But its 150-kW DC fast charger acceptance rate isn't anything special. The Blazer EV delivers its power in a smooth and linear way, but the ride is rather stiff and handling isn't particularly agile. We like that it has conventional door handles and a rear wiper. The large infotainment screen integrates Google products such as maps and voice assistant, but Android Auto and Apple CarPlay are unavailable. For 2025 RWD and AWD models get an increase in range and horsepower and a front-wheel-drive version is new.

Chevrolet Colorado

GAS
46
OVERALL SCORE

$31,900–$49,600 RELIABILITY
19 MPG

The Colorado midsized pickup comes only in a crew-cab, short-bed configuration with a turbocharged four-cylinder engine that produces 310 hp, mated to an eight-speed automatic. The engine packs a healthy midrange punch, but there are noticeable vibrations at low revs and it sounds unrefined when pushed hard. Buyers have a choice of rear- or four-wheel drive, the latter having an Auto setting that allows 4WD to be engaged indefinitely, a major advantage on slippery roads. Ride comfort is relatively refined for a pickup, and handling is reasonably responsive. The front seat and driving position are significantly improved from previous versions. Unfortunately, the rear seat is quite cramped, and the step-in height is high. On the other hand, most controls are easy to use, and there is a handy built-in step in the rear bumper to ease bed access.

WORSE — BETTER | RECOMMENDED

Chevrolet Corvette

GAS **87** OVERALL SCORE

$68,300-$183,395 RELIABILITY

19 MPG

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatch. It's coupled to a rapid-shifting eight-speed, dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph. Handling agility is superlative, with immediate turn-in response and almost zero body roll. Yet the ride is tolerable, thanks in part to the optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered. The front trunk is small, but the cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. The E-Ray is a hybrid version that has AWD capability. The high-performance Z06 has a 670-hp, 5.5-liter V8. BSW and RCTW are optional. 2025 saw the introduction of the ultra-high-performance ZR1 with a twin-turbo V8 making in excess of 1,000 hp.

Chevrolet Equinox

GAS **NA** OVERALL SCORE

$28,600-$35,000 RELIABILITY

26E MPG

The redesigned 2025 Chevrolet Equinox is much more substantial than its predecessor. It now starts as a well-equipped LT with features like heated front seats and steering wheel. The engine is still a pleasant 175-hp, 1.5-liter turbocharged four-cylinder. This time it is paired with either a CVT for front-drive versions or an eight-speed automatic for all-wheel-drive versions. Handling is responsive, the ride is absorbent and composed, and the cabin is among the quietest in the class. Rear-seat room is generous. The column gear-selector lever and left-mounted wiper controls take some getting used to. The infotainment screen is easy enough to navigate.

Chevrolet Equinox EV

EV **NA** OVERALL SCORE

$33,600-$46,700 RELIABILITY NA

RANGE **307**E MILES

The Equinox EV is one of the least expensive EVs, starting at $35,000. This SUV is offered in two configurations: The front-drive versions have 210 hp with an EPA-estimated 319 miles of range, and all-wheel-drive versions have 290 hp with 307 miles of estimated range. The 85-kilowatt-hour battery can be charged at home relatively quickly, thanks to an 11.5-kW onboard charger. Maximum DC fast charging capacity is 150 kW, which is not a standout. The Equinox EV is quick and quiet, and rides comfortably. Handling is responsive, more so than its sibling, the Blazer EV. Like several other EVs, it has retractable door handles that become flush with the doors when the car starts moving. GM's hands-free Super Cruise driver assistance technology is optional, but unfortunately Android Auto and Apple CarPlay are not offered.

Chevrolet Silverado 1500

GAS **64** OVERALL SCORE

DIESEL **64** OVERALL SCORE

$37,000-$70,000 RELIABILITY /

17 MPG / *DIESEL* **23** MPG

The Silverado 1500 full-sized pickup received recent updates that brought a fresh interior, off-road-focused models, and the availability of GM's Super Cruise active driving assistance system with trailering support. We found that the 5.3-liter V8 engine delivers smooth, responsive power, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. BSW, RCTW, and highway-speed AEB are optional.

Chevrolet Silverado EV

EV **NA** OVERALL SCORE

$72,905-$94,500 RELIABILITY NA

RANGE **450**E MILES

The Silverado EV is built on GM's EV-specific Ultium platform. It has a lot in common with the GMC Hummer EV Pickup, including four-wheel steering and an adaptive air suspension on top trims. The large 205-kWh battery provides a long range. Home charging is relatively quick at about 30 miles of range per hour. DC fast charging is helped by an impressive 350-kW maximum acceptance rate. The RST is quick and the air suspension keeps it steady, but the 24-inch tires transmit some harshness. One neat feature is a partition that opens a pass-through between the cab and bed. The fleet Work Truck has between 282 and 492 miles of EPA driving range, and the RST has up to a 450-mile EPA range. All-wheel drive is standard. The RST trim comes with a towing-compatible version of the Super Cruise hands-free driving assistance technology.

Chevrolet Suburban

GAS **59** OVERALL SCORE

$61,500-$84,200 RELIABILITY

16 MPG

Freshened for 2025, the Suburban wears a new face, with new headlights, grille, and lower fascia. The outgoing model's unintuitive push-button gear selector has been replaced with a steering wheel stalk. The 355-hp, 5.3-liter V8 and 420-hp, 6.2-liter V8 carry over, but there is a more powerful second-generation 305-hp, 3.0-liter inline-six diesel. All three engines are paired with a 10-speed automatic transmission. The three-row SUV is available in rear- and four-wheel drive, and it has a maximum towing capacity of 8,200 pounds. An adaptive suspension is available using GM's clever magnetic shocks, which respond to road conditions, and an air suspension that can automatically level the SUV and allow ride-height adjustments will also be offered. The Super Cruise hands-free driving system and trailer-compatible BSW will be available.

Chevrolet Tahoe

GAS **53** OVERALL SCORE

$52,500-$81,200 RELIABILITY

17 MPG

The Tahoe gets a midlife makeover for 2025. Exterior styling updates include new headlights, grille, and lower fascia. A new dash modernizes the interior, with a massive 17.7-inch infotainment screen, and the push-button gear selector becomes a steering column stalk. The 355-hp, 5.3-liter V8 and 420-hp, 6.2-liter V8 carry over, and a more powerful second-generation 305-hp, 3.0-liter inline-six diesel is also available. All three engines are paired with a 10-speed automatic transmission, and the three-row SUV is available in rear- and four-wheel drive, and it has a maximum towing capacity of 8,400 pounds. Wheel size spans from 18 to 24 inches. The Super Cruise hands-free driving system and trailer-compatible BSW will be available.

Chevrolet Trailblazer

GAS **68** OVERALL SCORE

$23,100-$29,300 RELIABILITY

27 MPG

Chevrolet's subcompact SUV, the Trailblazer, slots between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, front-wheel-drive versions are equipped with either the standard 1.2-liter turbo three-cylinder engine or a more powerful 1.3-liter turbo. Both are hooked up to a CVT. All-wheel-drive models get a nine-speed automatic transmission. We found the latter engine to be responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample interior room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The Trailblazer's ride is fine for the class. However, its handling is rather clumsy though secure at its limits. Road noise is pronounced. A new 11-inch infotainment system was part of a refresh for 2024. BSW and RCTW are optional. Highway-speed AEB is not available.

Chevrolet Traverse ✔

GAS
74
OVERALL SCORE

$34,520-$56,200 RELIABILITY
20 MPG

The midsized three-row Traverse was redesigned for the 2024 model year. The sole engine is a rather tinny-sounding 328-hp turbocharged four-cylinder that is teamed with a smooth-shifting eight-speed automatic. The SUV comes in front- and all-wheel-drive configurations, with seating for either seven or eight passengers. The optional Super Cruise active driving assistance system can keep the SUV in its lane, vary the speed according to traffic, and change lanes without driver input. The Traverse rides very comfortably, and the cabin is quiet when cruising. Handling is responsive. GM's new gear selector and wiper control stalks may take some getting used to for owners of older Traverses. The infotainment system is relatively easy to use, but the center dash vents are too low for optimal air distribution.

Chevrolet Trax

GAS
58
OVERALL SCORE

$20,400-$24,300 RELIABILITY
31 MPG

The redesigned Trax is an inexpensive front-drive small SUV. It comes with a 137-hp, 1.2-liter turbocharged three-cylinder combined with a six-speed automatic. All-wheel drive isn't available. The engine delivers a welcome dose of midrange torque, and fuel economy is a decent 31 mpg overall in our testing, but the power delivery is often uneven, with either too much or too little acceleration. The ride is comfortable for the segment; handling is short on agility though very secure at its limits. The cabin is relatively spacious but gets loud, and fit and finish feels on the cheap side. Still, the controls are easy to use, the rear seat and cargo area are roomy, and the car is well equipped for its modest price. BSW and RCTW are low-priced options, but highway speed AEB is not available.

Chrysler Pacifica ✔

GAS
69
OVERALL SCORE

$42,450-$57,230 RELIABILITY
21 MPG

The Pacifica minivan is offered in seven- and eight-passenger configurations, and its fold-into-the-floor second-row seats make it easy to carry big, bulky items. The 3.6-liter V6, paired with a nine-speed automatic, provides plenty of power and gets 21 mpg overall yet also gives the Pacifica quick acceleration. Both front- and all-wheel drive are available. Handling is secure, with the big van responding like a sedan when the road gets twisty. The suspension delivers a comfortable, composed ride, and the cabin is quiet. A 10.1-inch center screen is standard with the updated Uconnect infotainment system. There are plenty of clever places to store cargo, and folding both rows into the floor creates a massive load space. The only downside is the fold-into-the-floor second-row seats aren't as comfortable as the captain's chairs in other minivans.

Chrysler Pacifica PHEV

PHEV
59
OVERALL SCORE

$51,055-$59,785 RELIABILITY
27 MPG; RANGE 32[E] MILES

The comfortable Pacifica plug-in hybrid comes only in a seven-passenger configuration and only with front-wheel drive. It also lacks the handy fold-into-the-floor second-row seats of the regular model because the hybrid battery takes up this space. Once past the EPA-estimated 32 miles of electric range, the Pacifica gets 27 mpg when operating as a regular hybrid. It takes about 2 hours to charge the battery on a 240-volt connector or 12 hours on a regular 120-volt outlet. Otherwise, it drives nicely, with smooth and prompt acceleration. Handling is responsive, the ride is comfortable, and the cabin is quiet. A 10.1-inch center screen is standard with the updated Uconnect infotainment system.

Dodge Charger

EV
NA
OVERALL SCORE

$57,995-$64,995 RELIABILITY NA
RANGE 274[E] MILES

The next-generation Charger is offered in both coupe and sedan configurations, each with a hatchback, rather than a trunk. The electric Charger Daytona that is on sale now will be joined by a gas-only Charger later in the year fitted with a turbocharged inline six-cylinder engine. The 400-volt Charger Daytona is initially offered as an R/T with 496 hp and a 274-mile range, and a Scat Pack with 670 hp and a 241-mile range. The 101-kilowatt-hour battery system is designed to aid quarter-mile acceleration, including a 10-second PowerShot to temporarily boost power output. Every Charger comes with all-wheel drive. The modern cabin makes use of screens for gauges, controls, and customization, with many performance settings available.

Dodge Durango

GAS
63
OVERALL SCORE

$41,995-$97,425 RELIABILITY
18 MPG

Although long in the tooth, the Durango is still a spacious, quiet, and comfortable three-row SUV. It blends workhorse utility with lots of creature comforts. This midsized SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive and the ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps deliver smooth and prompt power. Most buyers will be satisfied with the standard V6 engine. The Uconnect 5 infotainment system is simple to use. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. AEB is optional, and pedestrian detection is not offered.

Dodge Hornet

GAS
48
OVERALL SCORE

PHEV
55
OVERALL SCORE

$31,585-$46,990 RELIABILITY /
23 MPG / *PHEV* 29 MPG; RANGE 32[E] MILES

The Hornet shares components with the Alfa Romeo Tonale, itself based on the mediocre Jeep Compass. The GT is powered by a 268-hp, 2.0-liter turbo four-cylinder coupled to a nine-speed automatic, driving all four wheels. The engine packs a healthy midrange punch, but power delivery is not linear, and fuel economy is an unimpressive 23 mpg overall. This small SUV rides stiffly and is loud. Handling is sound but unexceptional. The manual seats have limited adjustments and the steering wheel doesn't extend very far, making it hard to find a comfortable seating position. Controls are mostly user-friendly, thanks to Stellantis' Uconnect infotainment system. The R/T trim features a 288-hp, 1.3-liter plug-in hybrid, which is the same powertrain as the Tonale PHEV.

Fiat 500e

EV
40
OVERALL SCORE

$32,000-$36,000 RELIABILITY
RANGE 145 MILES

This quintessential minicar returned in 2024 as one of the very few low-cost EVs available. It's a stylish city runabout that managed just 145 miles in our 70-mph highway-range test. That's short by today's standards but workable as an urban commuter. Home charging is relatively quick. DC fast charging in public places is limited to 85 kilowatts, and we saw a gain of 65 miles in 15 minutes. The ride is stiff and choppy, and it's not all that quiet, even though there is no engine noise. Acceleration feels tepid at times. Handling is nimble but not sporty. Some of the controls are unintuitive, including the push-button gear selector. The rear seat is very tight and awkward to get into. Given the limited rear and side visibility, it's too bad that BSW and RCTW are not standard.

Ford Bronco

GAS **48** OVERALL SCORE

$37,995-$90,035 RELIABILITY

18 MPG

The boxy Bronco midsized SUV is an off-roader that comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have 4WD and removable doors. A 2.3-liter turbo four-cylinder is standard; the 2.7-liter turbo V6 we tested delivers strong power. On-road handling and ride comfort are not stellar, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A camera can project your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. The extreme Raptor version has a 418-hp, twin-turbo 3.0-liter V6 and a beefier off-road suspension. BSW and RCTW are optional.

Ford Bronco Sport

GAS **62** OVERALL SCORE

$29,995-$40,115 RELIABILITY

25 MPG

The Bronco Sport is derived from the Escape compact SUV and has rugged styling. Most versions come with a 180-hp, turbo three-cylinder that packs decent punch but vibrates annoyingly at very low engine revs. We got 25 mpg overall with our Outer Banks version. The ride is firm, but handling is taut and agile. The controls are easy to use, including the infotainment system. The top Badlands trim gets a 250-hp turbo four-cylinder that's more refined. A new Sasquatch trim, available with either engine, brings more off-road-capable features. All versions gain an updated digital instrument cluster, a larger infotainment screen, and the Co-Pilot 360 Assist+ safety suite for 2025.

Ford Escape

GAS **70** OVERALL SCORE

PHEV **71** OVERALL SCORE

$28,150-$38,400 RELIABILITY /

26 MPG / *PHEV* 37 MPG; RANGE 37[E] MILES

The Escape is a competitive small SUV but lags behind popular competitors. The turbo three-cylinder got 26 mpg overall in our tests. It provides sufficient oomph but vibrates at low engine speeds and has a tinny sound. The 2.0-liter turbo-four is smoother and more powerful, as is the hybrid. The PHEV version is front-wheel-drive only and gets an EPA-estimated 37 miles of electric range. It achieved a commendable 37 mpg while running as a hybrid in our tests. The Escape's ride is firm but steady and composed, while handling is nimble. The optional 13.2-inch infotainment screen is laggy and not intuitive to use. The front seats are flat and have limited adjustments, but the rear seat is quite roomy when set to the rearmost position.

Ford Escape Hybrid

HYBRID **54** OVERALL SCORE

$32,490-$38,110 RELIABILITY

34 MPG

The all-wheel-drive hybrid version of the Escape got an impressive 34 mpg overall in our tests, and can propel itself on electric power alone at low speeds and during coasting. Like the regular Escape, the hybrid's ride has an underlying firmness but is steady and composed. Handling is nimble and secure. Recent changes brought an optional 13.2-inch infotainment screen with touch-based climate controls. But severe lag plagues every aspect of the touchscreen, which houses everything from audio to climate controls, creating a frustrating experience. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position.

Ford Expedition

GAS **NA** OVERALL SCORE

$57,025-$86,655 RELIABILITY

NA MPG

The redesigned 2025 Expedition has the same dimensions and powertrain of the previous version. The 3.0-liter turbo V6 is responsive and quiet, and it delivered 16 mpg overall in our last tested Expedition. This mammoth three-row SUV is very roomy, and the third-row seat can fit adults in comfort. Fit and finish has been improved, and the infotainment system has received a major upgrade. The tailgate is now split, easing loading and facilitating tailgate parties. A new Tremor version adds off-road touches, such as skid plates and a host of electronic off-roading aids originally introduced on the Ford Bronco. Ford's BlueCruise hands-free driving assistance feature is optional on the majority of trims.

Ford Explorer

GAS **68** OVERALL SCORE

$39,855-$56,260 RELIABILITY

21 MPG

The Explorer has a spacious cabin and is relatively agile among three-row midsized SUVs, but the driving experience is marred by a rather clunky transmission, noisy standard engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. The 10-speed automatic has rough shifts, particularly at low speeds. In our tests, this combination returned an unimpressive 21 mpg overall. High-end versions have a slicker 3.0-liter turbo V6. Third-row seating is tight, as is common for the class. A freshening for 2025 brought an upgraded interior including a larger infotainment screen that, unfortunately, does away with the hard climate control buttons. We're pleased to see that the hands-free BlueCruise system is now optional.

Ford F-150

GAS **67** OVERALL SCORE

HYBRID **47** OVERALL SCORE

$37,350-$78,905 RELIABILITY /

19 MPG / *HYBRID* 20 MPG

The refreshed F-150 has exterior styling updates, while the interior is largely unchanged. The cabin is very quiet, and the crew-cab versions we tested are super-roomy. The 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall, while the powerful hybrid gets just 1 mpg more. The ride is jittery and handling is clumsy. Controls are straightforward, but the interior is more austere than plush. The Sync 4 infotainment system is very easy to use and has a standard 12-inch touchscreen. Clever features include a tailgate designed to serve as a workbench and an optional built-in generator to power tools. Ford's BlueCruise active driving assistance system is available.

Ford F-150 Lightning

EV **62** OVERALL SCORE

$47,780-$84,995 RELIABILITY

RANGE 270 MILES

The Lightning is Ford's first fully electric pickup. The standard-range battery has an EPA-estimated range of 240 miles. We got 270 miles during our 70-mph highway-range test of the extended-range-battery truck. The maximum DC fast charging acceptance rate is 150 kilowatts, very slow considering the 131-kilowatt-hour battery pack. The powerful truck delivers quick, whisper-quiet acceleration. The independent rear suspension gives the Lightning a more comfortable ride than the regular F-150, though handling is still lumbering. Higher trims have a giant infotainment screen, but it forces some extra steps for common functions and adds to driver distraction. The power-operated hood reveals a large front trunk. The Lightning with the extended-range battery has a 1,952-pound payload capacity and up to 10,000 pounds towing, but for only a short distance.

Ford Maverick

GAS 74 OVERALL SCORE | HYBRID 69 OVERALL SCORE

$26,395-$40,595 RELIABILITY /

23 MPG / *HYBRID* 37 MPG

Freshened for 2025, the Maverick uses a standard 250-hp turbo four-cylinder engine mated to an eight-speed automatic with all-wheel drive. This powertrain can tow up to 4,000 pounds and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The front-wheel-drive hybrid got an excellent 37 mpg overall in our tests, but with half the tow capacity; an AWD hybrid is new. The Maverick's ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. However, the truck is loud (the hybrid is quieter), and the interior feels utilitarian. The 4.5-foot-long bed is deep enough to be practical and is very easy to reach into. BSW and RCTW are optional.

Ford Mustang

GAS 81 OVERALL SCORE

$31,920-$62,080 RELIABILITY

20 MPG

The Mustang coupe and convertible have muscle car power, sound, and swagger, but with more modern technology and driver assistance features. The GT model we tested, with its 480-hp, 5.0-liter V8 and slick-shifting six-speed manual, packs invigorating thrills and thrust. Handling is competent, but the car is wide and heavy; at least the ride isn't too punishing. The front seats are comfortable but have squishy side bolsters. Access is difficult and the rear seat is cramped, but that's expected of a low-slung two-door, four-seat coupe. The controls suffer from a lack of physical buttons and knobs, which makes adjusting the climate system frustrating. There are three core versions: the EcoBoost, with a turbo four-cylinder; the GT; and the high-performance, 500-hp Dark Horse. A new 815-hp GTD model arrives later this year.

Ford Mustang Mach-E

EV 68 OVERALL SCORE

$36,495-$52,495 RELIABILITY

RANGE 299 MILES

The Mach-E is Ford's first designed-from-the-ground-up EV. This five-passenger SUV has useful cargo room and is available with all-wheel drive. The extended-range battery version with all-wheel drive was able to drive 299 miles in our 70-mph highway-range test. On a 240-volt home charger, it takes about 10 hours to fill the 91-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery and unsettled, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve. The latest version of the standard BlueCruise active driving assistance system includes automatic lane change capability.

Ford Ranger

GAS 61 OVERALL SCORE

$32,820-$55,720 RELIABILITY

21 MPG

The redesigned Ranger has a modern-looking cabin with a large infotainment screen, but it's still a truck through and through. Most versions have a 270-hp, 2.3-liter turbocharged four-cylinder engine that delivers a healthy midrange punch and a fairly cultured sound. The 10-speed automatic isn't the smoothest. There is no Auto 4WD feature but when drivers choose the Slippery mode, the truck automatically engages four-wheel drive. Fuel economy is relatively good for the class at 21 mpg overall. The ride is brittle, and the truck bucks uncomfortably over uneven surfaces. Handling is reluctant, with slow and vague steering, but proved secure in emergency maneuvers. Braking is subpar because of long stopping distances. Payload and towing capacity is generous, and the bed is deep. BSW and RCTW are optional.

Genesis Electrified GV70

EV 62 OVERALL SCORE

$66,950 RELIABILITY

RANGE 220 MILES

The Electrified GV70 is built on the conventional GV70's platform rather than using an EV-specific one. Still, it's one of the nicest EVs you can buy, with vigorous acceleration, capable handling, a comfortable ride, and a quiet and pampering cabin. Its driving range is on the short side—it covered a modest 220 miles in our 70-mph highway-range test. Home charging of the 77.4-kilowatt-hour battery is quick, thanks to a 10.9-kW onboard charger, and its 240-kW max acceptance rate at public DC fast chargers is also commendable. The front charging port can be hard to reach when parked in tight spaces. Some controls are unintuitive and distracting, such as the infotainment controller knob that looks almost identical to the gear-selector dial.

Genesis G70

GAS 52 OVERALL SCORE

$42,500-$53,050 RELIABILITY

23 MPG

The Genesis G70 sports sedan was updated to a 2.5-liter turbocharged four-cylinder as its standard engine for 2024 that promises quicker acceleration and better fuel economy than the original 2.0-liter, which returned 23 mpg overall in our tests. We got 24 mpg overall with the 2.5-liter turbo in our tests of the larger G80 sedan. The uplevel 365-hp turbo V6 is quieter and makes the car quicker. The G70 has agile handling and a taut, controlled ride. The car is quiet, and the interior is well assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. The 10.25-inch infotainment system is mostly straightforward, and plenty of physical knobs and buttons make other features easy to use.

Genesis G80

GAS 79 OVERALL SCORE

$57,100-$77,000 RELIABILITY

24 MPG

This formidable South Korean luxury midsized sedan is serious competition for German and Japanese rivals. It comes standard with a responsive 300-hp, 2.5-liter turbo four-cylinder combined with a slick-shifting eight-speed automatic. There's also a punchy 375-hp, 3.5-liter turbo V6. All-wheel drive became standard for 2024. A fully electric version with 365 hp from dual motors and an EPA-rated 282-mile range is available. The ride is plush, handling is sharp, and braking is top notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable front and rear. The G80 was refreshed for 2025. Among significant changes were a large 27-inch single screen that replaced the previously separate infotainment and gauge cluster displays, revised front and rear fascia, and touch climate controls.

Genesis G90

GAS NA OVERALL SCORE

$89,700-$100,000 RELIABILITY

21[E] MPG

The G90 has abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6 and a more powerful 409-hp version with an electric supercharger. The supersmooth eight-speed automatic complements both. The G90 rides very comfortably, absorbing every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper, with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured.

WORSE — BETTER | RECOMMENDED

Genesis GV60

EV
74
OVERALL SCORE

$52,350-$69,900 RELIABILITY

RANGE 251 MILES

The GV60 is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. Our tested AWD model has an EPA-rated 248-mile range, but we got 251 miles in our 70-mph highway-range test from its 77.4-kilowatt-hour battery. Rear-wheel drive is available. Like its Hyundai and Kia siblings, the GV60 can charge more quickly than other EVs at public DC fast chargers. The controls are slightly easier to use than the overly complicated setups found in other Genesis models, and there are some interesting features, such as a retractable gear selector in the shape of a crystal ball, facial recognition to unlock the car, and a fingerprint reader to turn on the vehicle. Rear and side visibility are compromised because of the car's swoopy styling and the lack of a rear wiper and rear quarter windows.

Genesis GV70

GAS
63
OVERALL SCORE

$45,700-$58,300 RELIABILITY

24 MPG

The GV70 more than holds its own in the compact-luxury-SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. A more powerful turbo V6 and a purely electric version are also available and are quieter and quicker. The GV70 is taut and agile, with sports-sedan-like handling, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the front seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent, but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector.

Genesis GV80

GAS
75
OVERALL SCORE

$58,200-$85,750 RELIABILITY

18 MPG

The GV80 midsized SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available. The 2025 GV80 gets a freshening plus a new coupe version that's available with an enhanced 3.5-liter turbo powertrain that utilizes a 48-volt mild-hybrid setup with an electric supercharger.

GMC Acadia

GAS
70
OVERALL SCORE

$42,600-$56,300 RELIABILITY

20 MPG

The midsized three-row Acadia was redesigned for 2024, gaining a new engine and infotainment system. The sole engine is a rather raspy-sounding 328-hp, 2.5-liter turbo four-cylinder, teamed with an eight-speed automatic. We got 20 mpg overall with our AWD version (front-wheel drive comes standard). The cabin is roomy, and seating can be configured for seven or eight passengers. Even the third row is livable. The standard vertically oriented, 15-inch touchscreen is clear to read, but the climate controls are difficult to use. Maximum tow capacity is 5,000 pounds. An off-road-oriented AT4 trim brings all-terrain tires on 18-inch wheels, an elevated ride height, and unique tuning to the suspension and AWD system.

GMC Canyon

GAS
46
OVERALL SCORE

$38,400-$52,000 RELIABILITY

19 MPG

The Canyon midsized pickup (a near-twin to the Chevrolet Colorado) comes only in a crew-cab, short-bed configuration with a turbocharged four-cylinder engine producing 310 hp, mated to an eight-speed automatic. The engine packs a healthy midrange punch, but there are noticeable vibrations at low revs and it sounds unrefined when pushed hard. Buyers have a choice of rear- or four-wheel drive, the latter having an Auto setting that allows 4WD to be engaged indefinitely, a major advantage on slippery roads. Ride comfort is relatively refined for a pickup, and handling is reasonably responsive. The front seat and driving position are significantly improved since previous versions. The rear seat is quite cramped, and the step-in height is high. On the other hand, most controls are easy to use, and there is a handy built-in step in the rear bumper to ease bed access.

GMC Sierra 1500

GAS
64
OVERALL SCORE

DIESEL
64
OVERALL SCORE

$38,300-$84,200 RELIABILITY /

17 MPG / *DIESEL* 23 MPG

The Sierra's recent updates include a fresh interior, new trim levels, more active safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing up and in. Among the helpful options are a power tailgate and power running boards that can shift rearward to help you reach the bed. Top trims get a 6.2-liter V8 mated to a 10-speed automatic. BSW, RCTW, and highway-speed AEB are optional.

GMC Terrain

GAS
NA
OVERALL SCORE

$31,395-$33,395 RELIABILITY

25[E] MPG

Redesigned for 2025, the Terrain SUV is similar in size and mechanical details to its predecessor, and the related Chevrolet Equinox. It is again powered by a 175-hp, 1.5-liter turbocharged four-cylinder engine that is paired with an eight-speed automatic transmission. The Terrain will be offered in three trims: Elevation, AT4, and Denali, each with its own styling touches. Front- and all-wheel drive will be available on the Elevation, while the others have standard AWD. The AT4 is the off-road, adventure-focused version, while the Denali is positioned as the luxury choice. All share an interior that houses a vertically oriented 15-inch center infotainment screen, along with standard niceties like heated front seats and steering wheel.

GMC Yukon

GAS
53
OVERALL SCORE

$66,900-$101,300 RELIABILITY

17 MPG

GMC has refreshed the Yukon for 2025. Updates for the large, three-row SUV include new headlights, grille, and lower front fascia. The modernized interior has a big, vertically oriented 16.8-inch infotainment screen, and the distracting push-button gear selector has been replaced by a steering column stalk. The 355-hp, 5.3-liter V8 and 420-hp, 6.2-liter V8 carry over, and there is a more powerful 305-hp, 3.0-liter inline-six turbodiesel. All three engines are paired with a 10-speed automatic, with both rear- and four-wheel drive available. Maximum towing capacity is 8,400 pounds. Two new trims, the AT4 Ultimate and Denali Ultimate, will be available. The Super Cruise hands-free active driving assistance system, active parking assistance, a rear occupant detection system, and trailer-compatible BSW will be available at a later date.

GMC Yukon XL

GAS 56 OVERALL SCORE

$69,900-$104,300 RELIABILITY

16 MPG

Freshened for 2025, the Yukon XL gets a new grille, headlights, and lower front fascia. The old model's unintuitive push-button gear selector has been replaced with a steering column stalk. The 355-hp, 5.3-liter V8 and 420-hp, 6.2-liter V8 carry over, but the 305-hp, 3.0-liter inline-six turbodiesel is now more powerful. All three engines are paired with a 10-speed automatic. The three-row SUV is available with rear- or four-wheel drive, and it has a maximum towing capacity of 8,200 pounds. The optional adaptive suspension uses GM's magnetic shocks, which respond to road conditions, and an air suspension is available on the AT4 Ultimate trim that can automatically level the SUV and adjust the ride height. The Super Cruise hands-free active driving assistance system, an occupant detection system, and trailer-compatible BSW are also available.

Honda Accord

GAS 78 OVERALL SCORE | HYBRID 80 OVERALL SCORE

$28,295-$39,300 RELIABILITY /

32 MPG / *HYBRID* 40 MPG

The Accord remains a sensible midsized sedan that is roomy, user-friendly, and fuel-efficient. The standard 1.5-liter turbo-four and CVT work smoothly and deliver adequate power. This powertrain managed 32 mpg overall in our testing. But it's the hybrid version that's the real standout here, with its more lively power delivery and excellent 40 mpg overall. The ride is comfortable, and handling is responsive but not sporty. Rear-seat room is generous, and the trunk is large, with a wide opening that makes the space easy to access. Controls are very easy to use in all the trim levels. BSW and RCTW are not available on the base LX but are standard on all hybrid models.

Honda Civic

GAS 69 OVERALL SCORE | SI 70 OVERALL SCORE

$24,250-$45,595 RELIABILITY /

33 MPG / *SI* 32 MPG

Honda refreshed the Civic for 2025, bringing back the hybrid version and discontinuing the optional turbocharged engine. The top two Civic trim levels, Sport Hybrid and Sport Touring Hybrid, are available only with Honda's hybrid drivetrain, which pairs two electric motors with a 2.0-liter four-cylinder gas engine, good for an impressive 200 hp. This powertrain is delightfully smooth and responsive. The LX and Sport trims are available only with a 2.0-liter gas engine. The low-slung Civic is difficult to get into and out of, and the cabin is loud. Every trim level but the LX is available as a sedan or hatchback. BSW and RCTW are unavailable on the base trim. Thanks to suspension tweaks, every Civic gets a ride-comfort improvement.

Honda CR-V

GAS 79 OVERALL SCORE | HYBRID 83 OVERALL SCORE

$30,100-$50,000 RELIABILITY /

26 MPG / *HYBRID* 35 MPG

The CR-V has gained size and weight over the years, but it remains true to its proven formula of practicality and functionality. The 1.5-liter turbo-four mated to a CVT delivers unobtrusive propulsion, but it feels underpowered at times. At 26 mpg overall, fuel economy has regressed. The more fuel-efficient hybrid version combines a 2.0-liter engine with electric drive and got an excellent 35 mpg overall in our tests. The CR-V's ride is firm but absorbent, and handling is responsive and secure. The rear seat is generously sized and easy to get into. A relatively simple and boxy shape makes for ample cargo room. The controls and infotainment system are easy to use. BSW and RCTW aren't available on the base LX.

Honda HR-V

GAS 70 OVERALL SCORE

$25,400-$31,000 RELIABILITY

27 MPG

The HR-V's interior is relatively roomy for its diminutive exterior size. In our tests we liked the subcompact SUV's user-friendly controls, and we managed a decent 27 mpg overall. But the 158-hp, 2.0-liter engine and CVT feel underpowered, and ride comfort and sound insulation are also weak points. Handling is ordinary but ultimately secure. There's plenty of headroom up front, and visibility over the hood is good, but the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. BSW and RCTW are unavailable on the base LX.

Honda Odyssey

GAS 77 OVERALL SCORE

$41,920-$50,880 RELIABILITY

22 MPG

The Odyssey minivan blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick-shifting 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is unexciting but secure and predictable. However, the push-button gear selector takes getting used to, and the Odyssey's 22 mpg overall is no match for the Toyota Sienna hybrid. Unlike some competitors, the Odyssey isn't available with all-wheel drive.

Honda Passport

GAS NA OVERALL SCORE

$42,400-$48,470 RELIABILITY

NA MPG

The redesigned 2026 Passport is more than just a smaller version of the Pilot. While the two midsized SUVs use the same 285-hp V6 engine and 10-speed automatic, the Passport now has rugged, off-road styling. A TrailSport trim amps that up with bolder styling and specific off-road features, such as recovery points and skid plates. There isn't a hybrid version of the Passport, which puts it behind some competitors when it comes to fuel economy. All-wheel drive is standard. Inside, there are new rear seats and a Google-powered infotainment system. We like that the climate and audio are controlled by hard buttons and knobs rather than icons on the touchscreen. Honda says that everything from the suspension and steering ratio to the safety radars and cameras are improved compared with the outgoing model.

Honda Pilot

GAS 79 OVERALL SCORE

$40,200-$54,580 RELIABILITY

21 MPG

The Pilot is a roomy, comfortable, and user-friendly midsized three-row SUV. The smooth and refined V6 engine produces 285 hp and pulls strongly. It's paired with a slick, responsive 10-speed automatic. Most versions have an eight-passenger seating configuration with a flat-folding third-row seat. The ride is comfortable, and the cabin is quiet. Handling agility falls short, and the overly light steering doesn't help. At least stopping distances are on the shorter side. Controls are very easy to use, though the push-button gear selector takes some familiarity. The cabin has lots of handy storage cubbies and bins, and the second-row seat conveniently clears a path to the third row with the touch of a button. Maximum towing capacity is 5,000 pounds for AWD models. The base LX trim was dropped for 2025, while a top-tier Black Edition trim was added.

Honda Prologue

EV
56
OVERALL SCORE

$47,400-$57,900 RELIABILITY

RANGE 277 MILES

Honda's all-electric SUV is based on GM's Ultium EV platform. This roomy SUV has an EPA-estimated driving range of 296 miles in front-drive guise, while the more powerful AWD version has a range of 273 to 281 miles. Our AWD model managed a competitive 277 miles during our highway-range test. An 11.5-kilowatt onboard charger facilitates relatively quick home charging, but its 150-kW maximum acceptance rate at DC fast chargers isn't a standout. The EV delivers its power in a smooth and linear way, but the ride is rather stiff and handling is uninspiring, thanks to slow and vague steering. The column-mounted gear selector and wiper-stalk controls take some getting used to. The infotainment system is fairly straightforward, and includes Android Auto and Apple CarPlay compatibility.

Honda Ridgeline

GAS
79
OVERALL SCORE

$40,150-$46,750 RELIABILITY

20 MPG

Honda's easy-to-live-with Ridgeline midsized pickup is unlike most trucks in that it has a carlike unibody construction, fully independent suspension, and lockable trunk space below the composite bed floor. The rear gate can swing out like a door or open straight down like any other pickup. Power comes from a smooth and refined 3.5-liter V6 engine, which returned 20 mpg overall in our tests. It comes paired with a nine-speed automatic transmission, and all-wheel drive is standard. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point, and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet.

Hyundai Elantra

GAS
67
OVERALL SCORE

HYBRID
82
OVERALL SCORE

$21,875-$35,450 RELIABILITY /

33 MPG / *HYBRID* 48 MPG

The Elantra is one of the better small sedans. It has a sleek and easy-to-use infotainment system, a well-tuned transmission, and a relatively roomy interior for the class. The hybrid version is the best choice, not only for its superb 48 mpg overall but also for its slightly smoother ride and sharper handling, thanks to an independent rear suspension setup. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick-for-the-segment acceleration and a commendable 33 mpg overall. Handling is nimble, but the ride is too firm and the engine gets noisy. Front-seat comfort isn't great unless buyers get the pricier Limited trim with its power operation and adjustable lumbar, and the car's low stance makes access awkward.

Hyundai Ioniq 5

EV
64
OVERALL SCORE

EV N
68
OVERALL SCORE

$42,500-$66,100 RELIABILITY /

RANGE 290[E] MILES / *EV N* 236 MILES

The Ioniq 5 is one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. EPA-estimated driving range is 290 miles for the dual-motor, AWD version with the 84-kilowatt-hour battery. The car's 235-kW max acceptance rate makes for quick charging times at public DC fast chargers. Home charging is relatively speedy, thanks to its 10.9-kW onboard charger, and it's the first non-Tesla EV with a Tesla-style NACS plug for Supercharger use. Controls are mostly user-friendly, and thankfully, the car got a rear wiper for 2025. Rear-seat room is generous, and the rear hatch is handy. The high-performance N model is fun to drive and features artificial—but realistic—engine sounds and shift points.

Hyundai Ioniq 6

EV
76
OVERALL SCORE

$37,750-$54,500 RELIABILITY

RANGE 265 MILES

The Ioniq 6 has an EPA-estimated driving range that spans 240 to 342 miles, depending on the trim line and tire size. It offers a choice of a 53- or 77.4-kilowatt-hour battery. Each version is offered with either rear- or all-wheel drive by virtue of dual motors. Our AWD test car with 20-inch tires and the larger battery went 265 miles in our 70-mph highway-range test. The Ioniq 6 is capable of rapid DC fast charging in public places. The sedan's ride is firm yet comfortable, handling is agile, acceleration is smooth, and the cabin is quiet. The front seats are comfortable and the driver has decent space, but the rear seat is tight on headroom. The aerodynamic styling results in limited trunk space and a narrow opening. Unfortunately, the window controls are inconveniently placed on the center console.

Hyundai Ioniq 9

EV
NA
OVERALL SCORE

$62,000-$75,000E RELIABILITY NA

RANGE NA

The Ioniq 9, which is a sibling of the Kia EV9, joins a growing number of electric three-row SUVs on the market. It can be configured to seat six or seven passengers; the six-passenger setup includes two reclining second-row captain's chairs. Hyundai has gone big on aerodynamics, smoothing off everything from the door handles to the roof antenna, as well as the undercarriage. A single-motor rear-wheel-drive version and two dual-motor all-wheel-drive variants are available. All get a large 110-kilowatt-hour battery and a NACS charging port. Hyundai says the Ioniq 9 will be able to tow 5,000 pounds.

Hyundai Kona

GAS
65
OVERALL SCORE

$24,450-$33,500 RELIABILITY

26 MPG

This generation of the Kona subcompact SUV feels more mature and substantial than the original model. It is larger, with more room for passengers and cargo. The standard 2.0-liter four-cylinder is shy on power and gets loud and buzzy when pushed, but it's mated to a well-tuned CVT that performs simulated upshifts. The uplevel 1.6-liter turbo-four produces more oomph but suffers from some low-speed hiccups. Front-wheel drive comes standard, with all-wheel drive available. We found the firm ride more comfortable than before, but the Kona doesn't feel as sharp through corners as it used to, although it did well in our emergency handling test. Most controls are easy to use, including the touchscreen infotainment system. Upscale features such as a power driver's seat and power liftgate are available.

Hyundai Kona Electric

EV
68
OVERALL SCORE

$32,875-$41,050 RELIABILITY

RANGE 245 MILES

The Kona Electric is one of the few modestly priced EVs that's also capable of a reasonably long driving range. Of note, buyers have to step up to at least the midlevel SEL model to get the longer, 261-mile EPA-estimated range instead of the base SE's 200-mile range. The SEL we tested managed a decent 245 miles in our 70-mph highway-range test. The charging port's front location, which is low on the grille, is a bit inconvenient and gets dirty easily. Ride and handling are competent, and acceleration is reasonably brisk. The front seats are well shaped but very firm, while the rear seat is fairly roomy for such a small vehicle. The infotainment system is easy enough to use. For 2025, a new N Line trim was added, featuring sportier styling and 19-inch wheels. It has the same 201-hp motor as the SEL and slots between the SEL and Limited trims price-wise.

Hyundai Palisade

GAS
79
OVERALL SCORE

$36,800-$54,100 RELIABILITY
21 MPG

The Palisade three-row midsized SUV can seat seven or eight people, depending on whether the second row is a bench or two separate captain's chairs. It shares its platform and many components with the Kia Telluride, including its punchy 291-hp, 3.8-liter V6 that's paired with a responsive and smooth-shifting eight-speed automatic. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details and benefits from simple controls, except for the unintuitive push-button gear selector and the hard-to-reach touchscreen infotainment system.

Hyundai Santa Cruz

GAS
60
OVERALL SCORE

$28,650-$42,650 RELIABILITY
24 MPG

The Santa Cruz pickup is derived from the Tucson SUV and comes with a rather strained 2.5-liter four-cylinder; a powerful turbocharged engine is optional. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is impressive. The Santa Cruz drives like a car, with responsive handling, a comfortable ride, and easy maneuverability. Maximum tow capacity is a commendable 5,000 pounds, with a payload of 1,400 pounds. The tiny bed measures just over 4 feet long, but at least it has a lockable underbed trunk. Higher trims come with a handy sliding tonneau cover. Highway-speed AEB is optional. The Santa Cruz received a refresh for 2025 that includes new front and rear bumpers, along with an updated interior that includes a standard 12.3-inch display.

Hyundai Santa Fe

GAS
73
OVERALL SCORE

HYBRID
81
OVERALL SCORE

$34,200-$49,050 RELIABILITY /
24 MPG / *HYBRID* 34 MPG

The midsized Santa Fe features a striking interior with a small third-row seat. The standard 2.5-liter turbocharged four-cylinder is mated to an eight-speed dual-clutch automatic, while the hybrid model uses a 1.6-liter turbocharged four-cylinder with electric drive mated to a conventional six-speed automatic. The standard engine delivers quick acceleration but is compromised by some low-speed hiccups; the hybrid version is smoother and significantly more fuel-efficient, although acceleration is slightly slower. Both versions have responsive handling, a comfortable ride, and a quiet cabin. The dash features a large, curved screen that integrates the displays for the driver's instrument screen and the infotainment system. The cargo area is generous, and the rear hatch opening is wide.

Hyundai Sonata

HYBRID
78
OVERALL SCORE

$26,650-$37,450 RELIABILITY
44 MPG

The Sonata's recent freshening brought a wide display screen, which combines the instrument panel and infotainment touchscreen into one panel. It also includes a column-mounted twist-action gear selector instead of the former model's flush buttons. Ride comfort improved as well. The standard 2.5-liter four-cylinder coupled to an eight-speed automatic provides unobtrusive, linear power and 31 mpg overall in our tests of the pre-freshened model. It is available with all-wheel drive. We also like the sedan's responsive and secure handling. The hybrid returned an excellent 44 mpg overall in our tests, but we found that its six-speed automatic has some rough shifts. Rear-seat room is decent, although the low stance compromises access. The N Line is a sporty performance version.

Hyundai Tucson

GAS
76
OVERALL SCORE

$28,605-$47,340 RELIABILITY
26 MPG

The Tucson was freshened for 2025, bringing exterior, interior, and infotainment changes. Higher trims now have a twist-action column-mounted gear selector. The standard 2.5-liter four-cylinder and eight-speed automatic provide leisurely acceleration, and 26 mpg overall. The hybrid version is significantly quicker and quieter, and gets an excellent 35 mpg overall. A plug-in hybrid is also available and can cover an EPA-estimated 33 miles on electric power. The ride is firm yet steady, handling is responsive and secure, and the quiet cabin is nicely trimmed for its price. The back seat is roomy, and the cargo area is generous for the class.

Hyundai Tucson Hybrid

HYBRID
82
OVERALL SCORE

PHEV
83
OVERALL SCORE

$33,365-$47,340 RELIABILITY /
35 MPG / *PHEV* 31 MPG; RANGE 33[E] MILES

The freshened 2025 Tucson brought more conventional controls and a twist-action column-mounted gear selector. The hybrid is significantly quicker and quieter than the gas-powered model, and got an excellent 35 mpg overall. The hybrid's power is very accessible at low speeds, thanks to the electric drive's strong initial spurt. The plug-in hybrid takes the hybrid a step further, thanks to a more robust electric drive and a larger battery that enables an EPA-estimated 33 miles of electric driving. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class.

Hyundai Venue

GAS
61
OVERALL SCORE

$20,000-$23,250 RELIABILITY
32 MPG

Hyundai's tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with other front-wheel-drive-only models, such as the Chevrolet Trax and Buick Envista. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine sounds like it's struggling to get up to speed, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. An 8-inch touchscreen infotainment system is standard. BSW, RCTW, and highway-speed AEB are optional.

Infiniti QX50

GAS
69
OVERALL SCORE

$43,000-$51,200 RELIABILITY
22 MPG

Infiniti's QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive tested car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly smooth, but some impacts come through as stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist can keep the QX centered in its lane, and maintain and adjust speed according to traffic. The QX55 is a sleeker, coupelike version of the QX50, and both will be discontinued after 2025.

Infiniti QX60

GAS **74** OVERALL SCORE

$50,200-$66,150 RELIABILITY

21 MPG

For 2025, the QX60 is available only with a 2.0-liter turbo four-cylinder engine, which isn't as refined as the V6 it replaced. Based on the Nissan Pathfinder, this luxury SUV's previous 295-hp V6 and nine-speed automatic supplied plenty of power and delivered a decent 21 mpg overall in our testing. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled via either the screen or a knob on the center console. The cabin has a more luxurious look and feel compared with the Pathfinder.

Infiniti QX80

GAS **NA** OVERALL SCORE

$82,450-$109,900 RELIABILITY

17[E] MPG

Infiniti loaded the deck with the redesigned QX80, moving its large luxury SUV further upscale. It gains 50 hp, thanks to its smooth and punchy 450-hp, 3.5-liter turbocharged V6. A new nine-speed automatic is slick and responsive. The ride is comfortable, and the lavishly furnished cabin is very quiet. Whether in rear- or four-wheel-drive versions, handling is surprisingly responsive for such a large coach. Adaptive suspension comes on most trims and is capable of lowering the ride height for easier access. Controls are a mixed bag; it takes some concentration to interact with the faraway center touchscreen through the steering wheel buttons, and the push-button gear selector is a nuisance. Premium features designed to rival the most prestigious competitors include large screens and power-adjustable second-row seats with massage.

Jaguar F-Pace

GAS **54** OVERALL SCORE

$57,000-$92,400 RELIABILITY

20 MPG

Jaguar's last gas-powered vehicle (before the automaker goes all in on EVs) is a compact luxury SUV that shares its platform with the Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. Higher-end versions get a turbocharged 3.0-liter six-cylinder that makes the car feel quick and effortless. There's also a high-performance SVR model with a 567-hp, supercharged V8. A smooth eight-speed automatic and all-wheel drive are standard. The F-Pace has taut and nimble handling, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality trails its competitors and the infotainment system is overly complex. Plus, we found that the A/C system isn't always up to the task. 2025 is the final year for the F-Pace.

Jeep Compass

GAS **NA** OVERALL SCORE

$25,900-$32,395 RELIABILITY

27[E] MPG

The Jeep Compass' 200-hp, 2.0-liter turbocharged four-cylinder is energetic but raspy sounding. All trims get standard all-wheel drive, while the off-road-oriented Trailhawk trim gets additional low-speed crawling capability for ascending and descending semi-challenging terrain. Aside from the allure of the Jeep brand, the Compass trails its competition in many ways. It is not very agile, the ride is rather stiff and jittery, and the cabin is narrow. A recent freshening brought an updated version of the Uconnect infotainment system with easy-to-use climate controls. We are testing one right now, with results expected to post online soon.

Jeep Gladiator

GAS **49** OVERALL SCORE

$38,100-$51,100 RELIABILITY

18 MPG

A longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 285-hp, 3.6-liter V6 is mated to a responsive and smooth-shifting eight-speed automatic. The Jeep returned 18 mpg overall in our tests. Unlike most compact pickups, the Gladiator uses coil springs in the rear suspension, which make the ride relatively comfortable, though handling is pretty clumsy. A soft top is standard, and a removable hardtop is available. Wind noise on the highway is elevated with either top. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch, and a full-time 4WD system is available. The 3.0-liter V6 diesel has been discontinued, and a manual transmission is no longer offered. BSW and RCTW are optional, and pedestrian detection isn't offered.

Jeep Grand Cherokee

GAS **52** OVERALL SCORE

PHEV **45** OVERALL SCORE

$37,035-$74,670 RELIABILITY /

20 MPG / *PHEV* 21 MPG; RANGE 25[E] MILES

The Grand Cherokee is comfortable and upscale and packs some Jeep aura. The interior is nicely finished, and the two-row midsized SUV drives well overall. The standard 3.6-liter V6 is responsive, and the eight-speed automatic is smooth. Handling is sound and secure, and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road enthusiasts will want the Trailhawk, which has low-range gearing and height-adjustable suspension. The 4xe plug-in hybrid version uses a 2.0-liter turbocharged four-cylinder coupled with electric drive and provides an EPA-estimated 25 miles of electric-only range. It's quick and quiet, and the hybrid is well integrated. The infotainment system has many features and customization options but can be confusing.

Jeep Grand Cherokee L

GAS **50** OVERALL SCORE

$39,035-$60,560 RELIABILITY

19 MPG

Jeep's midsized three-row SUV is a longer version of the Grand Cherokee. The 293-hp, 3.6-liter V6 tends to be noisy when revved and isn't that powerful or fuel-efficient—it returned just 19 mpg overall in our tests. The eight-speed automatic is smooth and downshifts appropriately to help slow the vehicle when descending hills. The ride has an underlying firmness but is compliant enough to keep the truly harsh hits out. Body roll is well contained in corners, but the steering is too light. Six- and seven-passenger configurations are available, and the third row is relatively roomy. The interior is rich in premium details, but some controls can be confusing. Unlike the regular Grand Cherokee, there is no plug-in hybrid version.

Jeep Wagoneer

GAS **54** OVERALL SCORE

$59,945-$76,945 RELIABILITY

18 MPG

This large, upscale three-row luxury SUV is based on the Ram 1500 pickup truck and comes in standard and long-wheelbase body styles. With its new turbo six-cylinder engine, the Wagoneer is more fuel-efficient, quicker, and quieter than it was with the discontinued V8. We measured 18 mpg overall, a 3-mpg improvement. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension. Handling is commendable, given the Wagoneer's sheer size and weight, proving more responsive than its competitors. However, the Wagoneer had long stopping distances in our braking tests. The nicely finished cabin is very roomy, and even the third-row seat is suitable for adults. Some of the controls can be difficult to use. A 15-inch-longer L version is available. The extra-premium Grand Wagoneer is even more luxurious.

Jeep Wagoneer S

EV
NA
OVERALL SCORE

$70,795 RELIABILITY NA
RANGE 303[E] MILES

The all-electric, all-wheel-drive Jeep Wagoneer S shares little in common with the large, blocky gas-powered Wagoneer from which it derives its name. The five-passenger Wagoneer S is closer in size to the Jeep Grand Cherokee. It's sleek, powerful, and expensive, with LEDs illuminating its interior, as well as the vestigial version of the seven-slot grille all Jeeps carry as a trademark. It has a 100-kilowatt-hour battery and a pair of electric motors that crank out 600 hp and 617 lb.-ft. of torque. The EPA-estimated driving range is up to 303 miles, depending on the version. There are three large display screens up front, and the center one, which controls media, can be confusing to use.

Jeep Wrangler

GAS
26
OVERALL SCORE

$32,095-$67,795 RELIABILITY
18 MPG

The Wrangler remains true to its iconic off-roading heritage. Essential hallmarks remain, such as its sturdy body-on-frame construction, solid axles, and two- and four-door configurations. Hardcore off-road fans will want the Rubicon. The standard 2.0-liter turbocharged four-cylinder provides decent power. The V6 with the eight-speed automatic feels stronger, and we got 18 mpg overall. Jeep also offers a 4xe plug-in hybrid that can drive an EPA-estimated 21 miles on electric power. Handling is cumbersome but secure. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. AEB, BSW, and RCTW are all optional, and pedestrian detection isn't offered at all. A 12.3-inch touchscreen with the latest Uconnect infotainment system is standard.

Kia Carnival ✓

GAS
79
OVERALL SCORE

HYBRID
81
OVERALL SCORE

$36,500-$50,600 RELIABILITY /
21 MPG / *HYBRID* 31 MPG

The Carnival minivan is refreshed for 2025, with updated styling, a new infotainment system, and an available hybrid version. The standard 287-hp V6 and eight-speed automatic is a hearty powertrain, while the hybrid uses the same 1.6-liter turbo and six-speed automatic from the Sportage and Sorento hybrids. The Hybrid is responsive and capable of powering the Carnival on electric power alone at low speeds. It returned 31 mpg overall in our tests. The Carnival's ride is firm and composed, and handling is secure but short on agility. The digital instrument display is relatively straightforward, but the dual climate/audio panel, now prevalent in all Kia models, is silly and distracting to use. Available features include a color head-up display.

Kia EV6

EV
64
OVERALL SCORE

$42,600-$61,600 RELIABILITY /
RANGE 277 MILES

This quick, stylish sibling of the Hyundai Ioniq 5 covered 277 miles in our highway-range test for the Wind AWD version. Recharging can be done relatively quickly at public DC fast chargers, thanks to the 240-kilowatt max acceptance rate. The EV6 accelerates briskly, and feels taut and agile through corners, and the ride is steady and comfortable. Rear and side visibility are restricted by the car's styling, and the interior is saddled with annoying split-use climate and audio controls. The base RWD model has a smaller battery and less horsepower, and Kia estimates a 240-mile range. The 2025 refresh includes exterior styling updates, a standard 12.3-inch infotainment display, and increased battery capacity, while the top-level GT AWD now makes 641 hp. Kia claims the 84-kilowatt-hour battery on RWD configurations should provide up to 319 miles of range.

Kia EV9 ✓

EV
73
OVERALL SCORE

$54,900-$73,900 RELIABILITY
RANGE 285 MILES

This all-electric three-row SUV offers a rear-drive, single-motor version with an EPA-estimated range of 304 miles. The more powerful AWD version we tested got 285 miles from its large 99.8-kWh battery in CR's 70-mph highway-range test. It benefits from relatively quick charging at public DC fast chargers, thanks to a 210-kW max acceptance rate. The EV9 is quick and quiet, with a mostly comfortable ride. But it leans and lumbers through corners, partly because of its vague steering and heavy weight. The interior is roomy, including a third-row seat that's large enough for adults. Some of the controls are unconventional, such as the twist-action gear selector and dashboard-embedded infotainment shortcut buttons. Some of the climate information can be difficult for the driver to read at a glance because it's hidden behind the steering wheel rim.

Kia K4

GAS
NA
OVERALL SCORE

$21,990-$28,090 RELIABILITY
33[E] MPG

The K4 is a major improvement over the Forte it replaces. The standard 147-hp, 2.0-liter four-cylinder engine provides the K4 with a prompt initial spurt off the line and then a predictable buildup of acceleration. Commendably, the CVT uses simulated upshifts in an effort to behave more like a conventional automatic. The K4's comfortable ride punches above the class standards, while it feels responsive and light on its feet through corners. The relatively quiet interior is marred only by engine buzz at high revs. The cabin is roomy for its class, but access is compromised by the low stance and hidden rear door handles. All K4s have wireless Android Auto and Apple CarPlay. For automatic climate control, buyers have to step up to the third-tier EX. BSW requires stepping up to the second-tier LXS trim.

Kia K5 ✓

GAS
76
OVERALL SCORE

$26,990-$34,490 RELIABILITY
31 MPG

The K5 is pleasant, roomy, and fuel-efficient, and it handles securely. As part of the 2025 freshening, the K5 received a 2.5-liter four-cylinder engine that replaced the 1.6-liter turbo. This larger engine is responsive and predictable but not particularly powerful. We got an impressive 31 mpg overall in our testing. The K5 aced all our braking and track-handling tests. The ride is firm yet comfortable. The GT trim comes with a 290-hp, 2.5-liter turbocharged four-cylinder mated to an eight-speed dual-clutch automatic. The K5's cabin is nicely furnished with high-quality materials. We appreciate that it has a conventional gear selector, but the dual-function audio/climate panel is a nuisance. All-wheel drive is available, but unlike the similar Sonata, a hybrid version is not.

Kia Niro ✓

HYBRID
71
OVERALL SCORE

PHEV
79
OVERALL SCORE

$26,990-$44,600 RELIABILITY /
45 MPG / *PHEV* 47 MPG; RANGE 33[E] MILES

The Niro is a sensible, economical model that rivals most small SUVs, although it comes only with FWD. Handling and braking have been improved over the last version, and the ride is mostly comfortable, but road noise is very noticeable. The controls are relatively intuitive, other than the split-use panel for the audio and climate systems. Rear three-quarter visibility is hurt by the lack of a third side window. The hybrid achieved an excellent 45 mpg overall, a 2-mpg improvement over the first generation. The PHEV (plug-in hybrid electric vehicle) has an EPA-estimated electric driving range of 33 miles, after which it transitions to regular hybrid operation and gets 47 mpg, in our tests. It takes just 5.5 hours to recharge the 11.1-kWh battery using a 120-volt household outlet.

Kia Niro EV

EV
70
OVERALL SCORE

$39,600-$44,600 RELIABILITY

RANGE 239 MILES

The second-generation Niro EV is one of the most pleasant-driving, budget-friendly electric models you can buy. The 11-kilowatt onboard charger allows for quicker home charging, but its meager 85-kW max acceptance rate means public DC fast charging will be relatively slow. With a 201-hp electric motor, acceleration is immediate and effortless, and much quicker than in the Niro hybrid. We got 239 miles in our 70-mph highway-range test. Of note, the Niro EV is available with front-wheel drive only. Ride and handling are both improved vs. the regular Niro. The front seats are comfortable, and the rear seat is roomy. Hatchback versatility is an asset, and the Niro's compact footprint makes for easy urban maneuverability. The controls are relatively intuitive, other than the split-use panel for the audio and climate systems. Thick rear roof pillars compromise visibility.

Kia Seltos

GAS
64
OVERALL SCORE

$24,590-$31,090 RELIABILITY

28 MPG

The Seltos subcompact SUV slots below the Sportage and offers versatility at a budget-friendly price. It has a roomy interior for its small footprint, as well as easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The uplevel 1.6-liter turbocharged four-cylinder engine gained 20 hp and is now paired with an eight-speed automatic. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. BSW and RCTW are unavailable on the base trim.

Kia Sorento

GAS
68
OVERALL SCORE

HYBRID
80
OVERALL SCORE

$31,990-$53,090 RELIABILITY /

25 MPG / *HYBRID* 28 MPG

The Sorento SUV slots in between the compact and midsized categories. It comes standard with three rows of seats in either a six- or seven-passenger configuration. Upper trims get the six-passenger format with two individual captain's chairs in the second row. The base four-cylinder engine is neither quick nor quiet, while the 281-hp turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. Handling is secure, but the ride is moderately stiff. We think the pick of the model line is the hybrid version, which is quieter, rides more comfortably, and gets 28 mpg overall. There's also a PHEV model with an EPA-estimated 32 miles of electric-only range.

Kia Soul

GAS
73
OVERALL SCORE

$20,290-$24,590 RELIABILITY

28 MPG

The Soul blends personality and versatility with its familiar boxy shape. A continuously variable transmission contributes to good fuel economy, but the engine gets loud when pushed hard, such as when merging onto the highway or climbing a steep hill. Handling is nimble, but the ride is notably stiff. Easy access and good outward visibility continue to be strengths. The top EX trim comes with a power driver's seat with a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center infotainment touchscreen. BSW and RCTW are optional on the base LX.

Kia Sportage

GAS
75
OVERALL SCORE

$27,190-$44,190 RELIABILITY

25 MPG

The Sportage is one of the roomiest, most comfortable, and quietest compact SUVs. The 187-hp four-cylinder engine provides tepid acceleration, while its 25 mpg overall trails class leaders. We think the hybrid version is the one to go for because it is quicker and quieter, and gets better fuel economy. The Sportage benefits from responsive handling and a firm yet absorbent ride. Most controls are easy to use, although the annoying split-use climate/audio touchscreen panel requires toggling back and forth between the systems. The front seats are comfortable, and the rear seat offers generous room. BSW and RCTW aren't available on the LX.

Kia Sportage Hybrid

HYBRID
74
OVERALL SCORE

PHEV
80
OVERALL SCORE

$28,590-$44,190 RELIABILITY /

36 MPG / *PHEV* 31 MPG; RANGE 34[E] MILES

The Sportage Hybrid's electric drive and turbo four-cylinder, which together yield 227 hp, make it quicker and quieter than the conventional version, transforming the driving experience. We measured an impressive 36 mpg overall. Power delivery is smooth and prompt. The plug-in hybrid (PHEV) version benefits from an EPA-estimated electric-only range of 34 miles. The Sportage has responsive handling and a firm yet absorbent ride. Most controls are easy to use, though the touch-sensitive panel for climate and media controls is frustrating. The front seats are comfortable, and rear-seat headroom and legroom are generous. BSW and RCTW aren't available on the base LX.

Kia Telluride

GAS
76
OVERALL SCORE

$36,190-$53,385 RELIABILITY

21 MPG

The Telluride three-row midsized SUV offers seating for up to eight people and is one of the best in the category. Competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander, it shares its platform and many components with the Hyundai Palisade, including its punchy 291-hp, 3.8-liter V6 that's paired with a responsive and smooth-shifting eight-speed automatic. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with the single touch of a button. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds.

Land Rover Defender

GAS
47
OVERALL SCORE

$56,900-$167,800 RELIABILITY

18 MPG

The latest version of Land Rover's classic, go-anywhere SUV is refined and quick. But frustrating controls and unimpressive fuel economy count against it. The Defender comes with a choice of a turbocharged four- or six-cylinder engine, or a supercharged V8. Body styles include two- and four-door versions, as well as a long-wheelbase model. Five-, seven-, and eight-passenger seating configurations are available. The various off-road-ready features include selectable modes to help traverse a variety of terrains. We found acceleration plentiful with the 110 model powered by the turbo six-cylinder, but it managed just 18 mpg overall. The ride is steady, yet firm, and the tall SUV feels somewhat clumsy in corners. The seats are very comfortable, but the infotainment system is slow and distracting to use.

Land Rover Discovery

GAS
52
OVERALL SCORE

$60,200-$79,800 RELIABILITY
17 MPG

The Discovery three-row SUV blends on-road refinement with off-road and towing prowess. Its optional turbo six-cylinder engine produces plenty of power, and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is standard. While the optional air suspension makes for a steady ride, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but the low bottom cushion provides little leg support, and accessing the tight third-row seat is an awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and an improved second-row seat. Maximum towing capacity is a stout 8,200 pounds.

Land Rover Discovery Sport

GAS
46
OVERALL SCORE

$48,900-$53,100 RELIABILITY
21 MPG

Land Rover's compact SUV struggles against its luxury peers, not to mention some mainstream small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. We found the Discovery Sport capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive to use and slow to respond. To the SUV's credit, its rear seat is roomy.

Land Rover Range Rover

GAS
NA
OVERALL SCORE

$107,900-$234,000 RELIABILITY
21[E] MPG

The Range Rover continues its legacy of providing an ultraluxury SUV. Now loaded with new tech and an elegant design, pricing is in the six-figure territory. The standard engine is a mild-hybrid turbo inline-six that is smooth and powerful. The ride is steady and controlled, thanks in part to the air suspension, which also lowers the vehicle automatically for easy entry and exit. Handling is responsive but not agile. Four-wheel steering helps in parking maneuvers. Controls are too complicated and distracting. The Range Rover is offered in either four- or five-passenger configurations, with a seven-seat format in the long-wheelbase version. A twin-turbo V8 and a plug-in hybrid with a 51-mile electric-only range are also available.

Land Rover Range Rover Evoque

GAS
46
OVERALL SCORE

$49,900-$54,900 RELIABILITY
20 MPG

The Evoque is more about style than function and ends up being frustrating on several levels. For example, the turbo four-cylinder has a pronounced initial delay when accelerating from a rolling stop, with power then coming on abruptly. This makes it tricky to drive smoothly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered by thick roof pillars and small side windows. Controls are too complicated and distracting. The front seats are comfortable and supportive, but tall passengers will find the rear seat snug. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive.

Land Rover Range Rover Sport

GAS
60
OVERALL SCORE

$79,700-$180,700 RELIABILITY
20 MPG

This generation of the Range Rover Sport narrows the gap with the full-blown Range Rover in terms of luxury and refinement. It is quick with its standard turbo and supercharged six-cylinder, and the power delivery is buttery-smooth. Handling is capable, and the ride is comfortable and composed, thanks to the standard air suspension, even with the optional 22-inch tires. The cabin is impressively quiet, and the seats are very comfortable. Interior ambience is swanky, and the audio system's quality is mind-blowing, but the controls are not intuitive. Additional powertrains include a plug-in hybrid with an EPA-estimated 53-mile electric-only range, and a twin-turbo V8. All use a smooth-shifting eight-speed automatic.

Land Rover Range Rover Velar

GAS
55
OVERALL SCORE

$61,500-$78,400 RELIABILITY
21 MPG

The Velar shares its fundamentals with the Jaguar F-Pace, with a greater emphasis on sportiness than off-road prowess. With the recent freshening, two powertrains are available: the standard 2.0-liter turbocharged four-cylinder and the uplevel, smoother and quieter 3.0-liter turbocharged mild-hybrid six-cylinder. Even the four-cylinder delivers plenty of oomph. Handling is taut and agile, but the ride is a touch firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, which is distracting to use.

Lexus ES

GAS
81
OVERALL SCORE

HYBRID
86
OVERALL SCORE

$42,040-$52,330 RELIABILITY /
25 MPG / *HYBRID* 42 MPG

This comfortable and refined sedan has a quiet, plush, and well-made interior. The optional V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall in our tested V6 model, while the ES hybrid's powertrain returned 42 mpg overall when we evaluated it. The base four-cylinder ES 250 comes standard with AWD. The ES absorbs bumps very well, and the body stays stable. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. The infotainment system is easy to use.

Lexus GX

GAS
65
OVERALL SCORE

$63,935-$80,400 RELIABILITY
18 MPG

The redesigned GX brings increased power over the previous version, and it has more of an off-road focus. The three-row GX is an old-school, body-on-frame design with a live rear axle rather than an independent rear suspension. It uses a stout 349-hp, 3.4-liter turbocharged V6 with a 10-speed automatic and full-time four-wheel drive. This combination brings swift acceleration but an unimpressive 18 mpg overall. Handling is clumsy but ultimately secure. The ride is unsettled as the GX jiggles and rocks back and forth over nearly all road imperfections. Wind noise is pronounced, especially on the highway. Getting in and out is difficult due to the tall step-in height. Fit and finish is good but not dazzling. The third-row seat is tiny and hard to access. If off-roading or towing capacity is not a priority, most shoppers will find the Lexus TX more appropriate.

Lexus IS

GAS **68** OVERALL SCORE

$40,185-$63,670 RELIABILITY

22 MPG

The IS luxury sports sedan continues to trail the competition in terms of the driving experience, interior room, and fuel economy. Rear-wheel-drive versions come with a 241-hp turbo four-cylinder, and AWD models use a polished but thirsty 260-hp V6. The sedan can dash from 0 to 60 mph in just over 6 seconds, making it one of the quickest in its class. Handling is fairly nimble but not all that sporty, with steering that lacks feedback. In addition, the ride is jittery on all but the smoothest roads. The well-finished cabin is very snug front and rear, and AWD versions have a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but has been slightly improved, thanks to a touch-enabled screen. The IS 500 F Sport comes with a 472-hp, 5.0-liter V8.

Lexus LS

GAS **68** OVERALL SCORE

$80,335-$115,210 RELIABILITY

20 MPG

The current LS has strayed far from the whisper-quiet, stress-free motoring that this ultraluxury sedan used to be known for, thanks to its complicated controls, less-than-plush ride, and surprisingly tight headroom front and rear. Available with rear- or all-wheel drive, the standard 416-hp, 3.4-liter turbo V6 engine is coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful, despite its 6-second 0-to-60-mph acceleration. It's too bulky to feel nimble through corners, and bumps punch through more often than they should, even with the optional air suspension. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks.

Lexus LX

GAS **NA** OVERALL SCORE

$105,500-$140,000 RELIABILITY

19[E] MPG

The LX is a large traditional body-on-frame three-row SUV with all of the expected luxury trappings. All versions of the LX 600 have a smooth, powerful turbocharged 3.4-liter V6 engine, a super-quiet and lavishly furnished cabin, soft-closing doors, and genuine off-road capability. The V6 puts out a healthy 409 hp and is matched to a slick 10-speed transmission. However, unlike its competitors, the solid rear axle undermines ride, handling, and third-row space. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. New for 2025 is a high-performance LX 700h powered by a 457-hp, 3.4-liter twin-turbocharged hybrid V6.

Lexus NX

GAS **78** OVERALL SCORE

$40,965-$62,330 RELIABILITY

25 MPG

Lexus made the NX quicker, more fuel-efficient, and swankier, although it isn't particularly engaging to drive. We think the best version is the hybrid. It gets 38 mpg overall, and the powertrain feels more refined during regular driving than the NX 350's 275-hp turbocharged four-cylinder. That engine returned 25 mpg overall in our tests. Handling is responsive though short of sporty, and the ride is firm but comfortable. The cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. The electronic interior door releases, unintuitive gear selector, and low center dash vents are small faults.

Lexus NX Hybrid

HYBRID **83** OVERALL SCORE | PHEV **83** OVERALL SCORE

$44,925-$62,230 RELIABILITY /

38 MPG / *PHEV* 35 MPG; RANGE 37[E] MILES

Of the NX line, the NX 350h hybrid is the best version with its 38 mpg overall fuel economy. It's very quiet when it uses the electric drive at low speeds. Handling is responsive if not sporty, while the ride is firm but mostly comfortable. The hybrid's brake pedal is a bit touchy and takes some getting used to. The snazzy cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. We're no fans of the electronic interior door releases, unintuitive gear selector, and low center dash vents. A plug-in hybrid, the 450h+, with an EPA-estimated 37-mile electric range, is also available.

Lexus RX

GAS **67** OVERALL SCORE

$48,975-$61,370 RELIABILITY

24 MPG

The RX is powered by a 2.4-liter turbo four-cylinder mated to an eight-speed automatic. The engine is powerful and gets good fuel economy at 24 mpg overall, but it isn't particularly refined. The 350h hybrid is much more sparing with fuel, at 34 mpg overall. The RX's ride is comfortable, especially when fitted with the standard 19-inch wheels and tires vs. the optional 21s. Handling is sound and secure but not sporty. The well-finished cabin has lots of padded surfaces and exposed stitching. The front seats are comfortable, and the rear seat is generously sized. The infotainment touchscreen isn't the most intuitive, and the electronic door latches and gear-selector lever take some time to get used to. A head-up display is optional, but it brings annoying, unlabeled steering wheel buttons.

Lexus RX Hybrid

HYBRID **83** OVERALL SCORE | PHEV **85** OVERALL SCORE

$51,125-$71,260 RELIABILITY /

34 MPG / *PHEV* 34 MPG; RANGE 37[E] MILES

The RX 350h is powered by a 2.5-liter four-cylinder with electric drive. Fuel economy is impressive at 34 mpg overall, and the SUV can propel itself on electric power at low speeds. The 450h+ PHEV is both quicker and quieter than the RX Hybrid and has an EPA-estimated 37 miles of electric range. It gets 34 mpg after the battery is depleted. But the RX has lost some refinement due to added engine noise when accelerating with some vigor. Handling is sound and secure but not sporty. The well-finished cabin has lots of padded surfaces and exposed stitching. The front seats are comfortable, and the rear seat is roomy. The infotainment touchscreen isn't the most intuitive, and the electronic door latches and gear selector take acclimation. A head-up display is optional, but it brings annoying, unlabeled steering wheel buttons.

Lexus RZ

EV **67** OVERALL SCORE

$42,800-$57,430 RELIABILITY

RANGE 202 MILES

The RZ is the first Lexus electric vehicle. It shares its platform and many components with the Toyota bZ4X. Available as a front-wheel-drive RZ 300e or AWD RZ 450e, it's a fine-driving SUV, with quick acceleration, a comfortable ride, and a quiet cabin. But the RZ falters when it comes to driving range, charging speed, and the amount of EV-specific information given to the driver. With its 71.4-kilowatt-hour battery and 18-inch wheels and tires, the RZ 450e managed a mere 202 miles in our 70-mph highway-range test; the optional 20-inch tires will reduce driving range even further. Either way, that's notably shorter than any direct rival's range, let alone those of some less expensive EVs. Plus, its 6.6-kilowatt onboard charger is skimpy and results in slow home charging.

Lexus TX ✓

GAS 76 OVERALL SCORE | HYBRID 85 OVERALL SCORE

$55,140-$77,210 RELIABILITY /

21 MPG / *HYBRID* 24 MPG

Based on the Toyota Grand Highlander, the TX is Lexus' family-friendly three-row SUV. It comes with two main powertrains: a 275-hp turbo four-cylinder in the TX 350, and a smooth and powerful 366-hp turbo four-cylinder hybrid in the 500h F Sport. The F Sport's handling is more agile, and even though the ride skews firm, it's steady, controlled, and comfortable. The TX 350 is more mundane through corners but is still a highly functional and luxurious vehicle. A 404-hp, V6 plug-in hybrid with an EPA-estimated 33 miles of electric-only range is also available. The TX has plenty of room in all three rows and tremendous cargo-toting abilities when the third row is folded. Seven-passenger versions come with a second-row bench seat, while six-seat versions come with captain's chairs.

Lexus UX ✓

HYBRID 78 OVERALL SCORE

$36,540-$46,575 RELIABILITY

37 MPG

The UX hybrid, Lexus' entry-level luxury SUV, comes in front- and all-wheel-drive versions. We got an excellent 37 mpg overall in our test of the all-wheel-drive model, but the four-cylinder engine sounds very whiny when it's asked to work hard. The UX has a comfortable ride, although it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited in all directions, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as it is in other Lexus models. Recent updates include a more powerful hybrid system and a new touchscreen infotainment system.

Lincoln Aviator

GAS 56 OVERALL SCORE

$57,530-$87,245 RELIABILITY

19 MPG

The Aviator is a three-row luxury midsized SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter turbo V6 that provides effortless thrust. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. For 2025 the Aviator gets a new infotainment system and updated styling, while the BlueCruise active driving assistance system becomes standard and includes a four-year subscription.

Lincoln Corsair

GAS 65 OVERALL SCORE

$39,485-$54,365 RELIABILITY

23 MPG

This upscale version of the Ford Escape comes standard with a 2.0-liter turbo four-cylinder engine that provides plenty of motivation. A plug-in hybrid with an EPA-estimated 27 miles of electric range is also available. The Corsair has responsive handling, rides very comfortably, and is quiet inside. The front seats aren't ideal because the bottom cushion loses support on longer drives. The rear seat is adjustable fore and aft, and the seatback reclines. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Lincoln's active driving assistance system, BlueCruise, is available.

Lincoln Nautilus

HYBRID 61 OVERALL SCORE

$51,890-$75,050 RELIABILITY

30 MPG

This luxurious two-row midsized SUV boasts an optional hybrid powertrain and a wide display screen that wraps around the front of the cabin. The base engine is a 250-hp, 2.0-liter turbo-charged four-cylinder. The optional hybrid powertrain adds another 60 hp and delivered an impressive 30 mpg overall in our testing. The cabin is quiet and the ride seems comfortable at first, but it gets unsettled easily on rough roads. Handling is short on agility but secure. The cabin looks swanky and is well put together. But the oblong steering wheel feels strange in your hands, and the center infotainment touchscreen is too low. Plus, it's annoying that you have to go through the screen to adjust the dash vents. The ultrawide driver's screen looks impressive but is daunting to use. Rear-seat room is generous. The excellent BlueCruise active driving assistance system is available.

Lincoln Navigator

GAS NA OVERALL SCORE

$99,995-$119,490 RELIABILITY

NA MPG

Several changes make the 2025 Navigator look more modern, but under the skin, it's largely the same, with a powerful twin-turbo V6, 10-speed automatic, and roomy interior. Four-wheel drive is now standard. As before, both short- and long-wheelbase models are available. Improvements can mostly be seen inside, where a customizable 48-inch interactive display panel arcs across most of the dash. The digital display does duty as an instrument panel while underway, and when the vehicle is stopped, it can be used for gaming and as a soothing background for the massaging seats. The rear tailgate features a new split design, with a short lower tailgate and an upper hatch Lincoln says makes it easier to load and unload groceries without spilling them onto the ground. Standard BlueCruise hands-free highway driving is another plus.

Lucid Air

EV 50 OVERALL SCORE

$69,900-$249,000 RELIABILITY

RANGE 344 MILES

This luxurious EV sedan is quite advanced in terms of range and charging speed. Our tested AWD Touring model, with a prodigious 620 hp, is super-quick, with a seemingly never-ending flow of power that's delivered in a smooth and measured way. The Lucid's 92-kilowatt-hour battery gave it an impressive 344 miles in our 70-mph highway-range test, though it fell short of its EPA-estimated 384-mile rating. Its maximum acceptance rate at a public DC fast charger is 250 kW. Handling is nimble, and the ride is luxuriously composed except for some low-speed stiffness. The Lucid's interior is noisy, with too much electric motor whine and wind noise on the highway. Many controls are buried in a low touchscreen, which can cause driver distraction. On the plus side, rear-seat room is generous, and the cabin is decked in leather, suede, and wool.

Maserati Grecale

GAS 61 OVERALL SCORE

$76,500-$109,000 RELIABILITY

24 MPG

The Grecale SUV is positioned between the Levante and its Stellantis cousin, the Alfa Romeo Stelvio. Based on the Stelvio, the Grecale combines elegance, athleticism, and performance. Even with the base 296-hp, 2.0-liter turbocharged four-cylinder engine, the Grecale feels quick and the sonorous exhaust sound adds to its character. The taut suspension makes this SUV agile and stable in corners. The ride has an underlying firmness, but it's steady. The cabin is luxurious, with suede, matte wood, and chrome touches, and Maserati's trademark clock is prominent. But many of the controls are distracting to use, in particular the unintuitive push-button gear selector and the ridiculously large column-mounted paddle shifters, which get in the way of the turn-signal stalk. BSW and RCTW are optional.

Mazda CX-30

GAS **67** OVERALL SCORE

$24,995-$36,950 RELIABILITY

27 MPG

The Mazda CX-30 is a stylish and sporty SUV, but it's rather snug inside—even for the subcompact class. It comes with a standard 2.5-liter four-cylinder matched to a six-speed automatic and all-wheel drive. In everyday driving, acceleration feels tepid because wringing out more power requires a heavy foot on the accelerator pedal. Plus, the engine sounds raspy. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy. The frustrating infotainment system requires multiple steps to complete simple tasks. The cabin has an upscale vibe but is tight, especially the rear seat. Small side windows hurt outward visibility.

Mazda CX-5

GAS **78** OVERALL SCORE

$28,570-$40,600 RELIABILITY

24 MPG

The CX-5 remains one of the best small SUVs. A recent freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Its 24 mpg overall is not a standout and trails that of the Honda CR-V and Toyota RAV4. High-end versions have a more powerful turbo engine. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in the class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. The thick rear roof pillars compromise rear and side visibility.

Mazda CX-50

GAS **68** OVERALL SCORE

$30,300-$43,300 RELIABILITY

24 MPG / *HYBRID* 38[E] MPG

The CX-50 feels underpowered with the base 187-hp four-cylinder engine, and the six-speed automatic delivers some bumpy shifts. The uplevel turbo engine is more enjoyable, thanks to its extra oomph. A hybrid version is new for 2025, employing a Toyota powertrain and getting an EPA-estimated 38 mpg combined. Forget the off-road marketing hype, the CX-50's agile on-road handling gives it a sporty feel through corners. The ride is well controlled but too stiff on the 20-inch wheels of our tested Premium Plus trim. The hybrid version we are testing rides more comfortably and has more power than the standard engine. The front seats are comfortable, and the rear is roomy, with easy access because of its wide-opening doors. The infotainment system's center-console controller knob takes some getting used to.

Mazda CX-70

GAS **62** OVERALL SCORE

PHEV **50** OVERALL SCORE

$40,445-$57,450 RELIABILITY /

24 MPG / *PHEV* 23 MPG; RANGE 26[E] MILES

The five-passenger CX-70 uses a rear-drive-based platform but has standard all-wheel drive. The standard 280-hp, 3.3-liter turbo inline-six incorporates a mild-hybrid setup. A more potent 340-hp Turbo S and a plug-in hybrid with an EPA-estimated electric range of 26 miles are available. The eight-speed automatic transmission is smooth and responsive. We got 24 mpg overall with the CX-90 powered by the standard engine. We found the SUV has athletic handling, confident steering, and reassuring brake pedal feel. While firm and controlled, the ride is too stiff due to the 21-inch tires. The front seats are supportive, the second row is roomy and comfortable, and the cargo room is immense. Some of the controls are quirky, including the unintuitive gear selector.

Mazda CX-90

GAS **64** OVERALL SCORE

PHEV **51** OVERALL SCORE

$37,845-$57,950 RELIABILITY /

24 MPG / *PHEV* 23 MPG; RANGE 25[E] MILES

The three-row CX-90 uses a new platform with standard all-wheel drive. Lower trims get a potent 280-hp, 3.3-liter turbo inline-six, with upper trims using a 340-hp version of the same engine, both paired with a smooth-shifting eight-speed automatic. We got 24 mpg overall with the 280-hp version. The plug-in hybrid has an EPA-estimated 25-mile electric range. It got 23 mpg in our testing when operating as a hybrid. The CX-90's handling is taut and agile, and the ride is firm and controlled, but the 21-inch tires on higher trims make the ride too stiff. The front seats are supportive, and the second row is roomy and comfortable, but the third row is best suited to kids. Some of the controls are quirky, including the unintuitive gear selector.

Mazda MX-5 Miata

GAS **83** OVERALL SCORE

$29,330-$40,650 RELIABILITY

34 MPG

Mazda's lightweight, rear-wheel-drive, two-seat roadster can accelerate quickly when the engine is revved high, yet it manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional six-speed automatic works well, it dilutes the driving experience compared with the manual. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. The RF version comes with a retractable hardtop. Highway-speed AEB is not offered.

Mazda3

GAS **78** OVERALL SCORE

$23,950-$36,950 RELIABILITY

30 MPG

The Mazda3 is offered in sedan and hatchback forms. In our tests the standard 2.5-liter four-cylinder and six-speed automatic delivered responsive and predictable acceleration. The uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and comes standard with the turbo. Handling is nimble in corners and secure even when pushed to its limits on our track. The ride is firm but steady, and the suspension absorbs impacts well, though the turbo version is stiffer. The cabin is relatively quiet and nicely finished, but the rear seat is snug. The infotainment system is controlled by a rotary knob unless Android Auto or Apple CarPlay is in use, in which case it has some touchscreen functionality; we found this setup distracting. The hatchback adds versatility, but rear visibility is compromised due to the chunky rear pillars.

Mercedes-Benz C-Class

GAS **65** OVERALL SCORE

$48,450-$86,050 RELIABILITY

29 MPG

The C-Class features a polished powertrain and sharp handling, but the controls and a spongy brake pedal mar the experience. The C300's punchy, 2.0-liter turbo four-cylinder and smooth-shifting nine-speed automatic deliver plenty of invigorating power. The 48-volt mild-hybrid system contributes to the commendable 29 mpg overall. Handling is sporty, thanks to a tightly controlled chassis and sharp steering. The ride is steady and composed but is too stiff with the optional AMG sport suspension. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system. The more powerful AMG C43 version has a 402-hp, turbocharged four-cylinder.

Mercedes-Benz CLA

GAS
59
OVERALL SCORE

$44,400-$67,050 RELIABILITY
27 MPG

The Mercedes-Benz CLA fits below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the discontinued A-Class. The 221-hp, 2.0-liter turbocharged four-cylinder engine is coupled to a dual-clutch eight-speed automatic. Acceleration feels hesitant in around-town driving, but the engine's decent power is delivered more urgently at higher revs. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found the MBUX infotainment system to be quite tricky to use.

Mercedes-Benz E-Class

GAS
75
OVERALL SCORE

$62,450-$88,000 RELIABILITY
28 MPG

The E-Class midsized luxury sedan coddles occupants with a comfortable ride and quiet cabin, yet its agile handling makes it fun to drive. The E350 we tested uses a turbocharged four-cylinder engine with a mild-hybrid system, which helped it return a commendable 28 mpg overall. Other than an annoying initial delay of power caused by the engine stop/start system, we found the powertrain to be strong and polished. A more powerful turbo six-cylinder is available. Both are mated to a smooth-shifting nine-speed automatic. The luxe cabin is swathed in stitched leather, muted chrome, and matte-finish wood. The front seats are comfortable, and the rear seat offers decent room for two adults. Most controls remain complicated to operate.

Mercedes-Benz EQE

EV
63
OVERALL SCORE

$74,900-$106,900 RELIABILITY
RANGE 332 MILES

Consider the EQE the EV equivalent of the E-Class. The all-wheel-drive EQE 350 4Matic we tested has a 91-kilowatt-hour battery and an EPA-estimated driving range of 267 miles, although it managed an impressive 332 miles in our highway range testing. The base rear-drive EQE 350+ is rated at 308 miles by the EPA. The EQE's 288 hp might not seem impressive, but with 564 lb.-ft. of instant torque, acceleration is decisively quick. The ride is comfortable, and handling is surprisingly agile. The brake pedal has a disconcertingly mushy feel, even though stopping distances are short. The swanky interior is attractive, but the controls are too distracting, and it's annoying that the steering wheel rim blocks the upper portion of the driver's instrument screen.

Mercedes-Benz EQE SUV

EV
58
OVERALL SCORE

$77,900-$109,300 RELIABILITY
RANGE 284 MILES

The five-seat EQE SUV's standard 288-hp electric powertrain provides effortless acceleration. All versions use a 91-kilowatt-hour battery. Our 350 4Matic managed 284 miles in our highway-range test, exceeding its EPA-estimated 253-mile rating. A 9.6-kilowatt onboard charger means home charging is slower than it is for other EVs. A max acceptance rate of 170 kW at DC fast chargers is decent. The ride is comfortable, and handling is responsive and secure, but the brake pedal feels mushy. The cabin is exceptionally quiet and impeccably finished. The seats are comfortable, but the controls are overly distracting. The Driver Assistance Package features an advanced adaptive cruise control system with automatic lane change ability.

Mercedes-Benz EQS

EV
64
OVERALL SCORE

$104,400-$147,550 RELIABILITY
RANGE 380 MILES

For 2025 the EQS all-electric ultraluxury sedan has received numerous updates, including a larger battery with a claimed longer driving range. The EQS 580 sedan we tested is super-quick and very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system. The brakes feel disconcertingly spongy, and the pedal eerily moves on its own during aggressive regenerative braking. The rear-drive 450+ models have a single electric motor, and the 580 4Matic has a motor on each axle, giving it all-wheel drive. We got 380 miles in our 70-mph highway-range test. The driving position is compromised due to the high-mounted instrument panel, and the rear seat isn't as spacious as the car's size would indicate. The controls look impressive but are distracting to use.

Mercedes-Benz EQS SUV

EV
62
OVERALL SCORE

$104,400-$179,900 RELIABILITY
RANGE 314 MILES

The EQS SUV is luxurious, quick, and silent. It comes standard in a rear-drive, one-motor configuration with an EPA-estimated driving range of 323 miles. The two-motor, AWD version went 314 miles in our highway-range test. Home charging is on the slower side because of its 9.6-kW onboard charger and large 118-kWh battery. With a maximum acceptance rate of 200 kW at DC fast chargers, Mercedes says it can add 190 miles of range in about 30 minutes. Acceleration is tantalizingly quick and feels effortless. The ride is comfortable, the cabin is serenely quiet, and handling is surprisingly agile. The brake pedal feels unnervingly spongy, however. Many of the controls are distracting to use while driving. A small third-row seat is available.

Mercedes-Benz GLA

GAS
55
OVERALL SCORE

$43,000-$58,050 RELIABILITY
27 MPG

The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch eight-speed automatic. It recently gained a 13-hp boost from its mild-hybrid engine. It's a pretty quick car despite some initial hesitation starting up from rolling stops. Front-wheel drive is standard; all-wheel drive, optional. Fuel economy is commendable, at 27 mpg overall. The roofline is sleeker than the more upright GLB's, and visibility to the rear and sides suffers as a result. The GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting to use while driving.

Mercedes-Benz GLB

GAS
58
OVERALL SCORE

$45,800-$60,100 RELIABILITY
26 MPG

The GLB SUV's square, upright stance aids in outward visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder engine and eight-speed dual-clutch automatic make for a responsive powertrain, and returned a respectable 26 mpg overall in our tests. A fully electric version, named the EQB, is also available. The GLB feels agile and nimble in corners. The ride is firm but steady and controlled. The cabin is well finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive.

Mercedes-Benz GLC

GAS **57** OVERALL SCORE

$49,250-$91,450 RELIABILITY

26 MPG

The GLC luxury SUV utilizes the same powertrain as the one in the C-Class, as well as similar interior controls. The 255-hp, 2.0-liter turbo four-cylinder uses a 48-volt mild-hybrid setup, and we measured a commendable 26 mpg overall. After an initial delay of power when starting from a stop, the powertrain supplies a decent punch. The nine-speed automatic works well, aside from an occasionally bumpy downshift. Handling is agile and confidence-inspiring, and the ride is steady but too firm. The brakes feel mushy, although stopping distances are competitively short. The front seats are comfortable; the rear seat is roomy. The unintuitive controls are distracting to use while driving. Among the driver assistance features is the ability for the GLC to change lanes on its own during highway driving. The GLC350e plug-in hybrid has 54 miles of electric range.

Mercedes-Benz GLE

GAS **56** OVERALL SCORE

$61,850-$132,150 RELIABILITY

20 MPG

The GLE is very quiet and nicely finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder that returned 20 mpg overall in our tests. A 255-hp, 2.0-liter turbo four-cylinder is standard. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has a broad range of capabilities. While it's complicated and distracting to use, the ability to use voice commands with natural speech helps some. The 450e plug-in hybrid, with a 2.0-liter turbocharged four-cylinder, has an EPA-estimated electric range of about 50 miles.

Mercedes-Benz GLS

GAS **60** OVERALL SCORE

$89,200-$178,450 RELIABILITY

20 MPG

The GLS is a very functional three-row SUV that exudes luxury, thanks to a gorgeous interior. The standard 3.0-liter turbo six-cylinder engine provides plenty of smooth and effortless power. An even more powerful turbo V8 is available. The ride is composed, and handling is responsive for such a large luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting to use when driving because many common tasks require a few steps. Plus, when using the steering wheel controls, it's easy to inadvertently change a display or an audio selection.

Mercedes-Benz S-Class

GAS **NA** OVERALL SCORE

$117,750-$240,500 RELIABILITY

24[E] MPG

The S-Class sedan continues to deliver a hushed cabin and impeccable fit and finish. Though stable, the ride is less plush than it was in past generations. A 429-hp, 3.0-liter turbo inline-six is standard, and the uplevel choice is a 496-hp, 4.0-liter turbo V8. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality. All versions get a standard center airbag between the front seats.

Mini Cooper

GAS **70** OVERALL SCORE

$28,950-$43,700 RELIABILITY

33 MPG

The redesigned Mini Cooper is immediately recognizable and retains its charm, agility, and fun-to-drive nature, but alas, a manual transmission is no longer available. The minimalist cabin features more technology and advanced driving assistance than before. The large, circular center screen acts as the interface for infotainment and climate functions. It is augmented by a head-up display that's handy in showing speed, speed limit, and the driver assistance status. The 201-hp, 2.0-liter turbo-four engine in the Cooper S is punchy and sounds sporty. The seven-speed dual-clutch automatic transmission is quick and direct but suffers from some low-speed hiccups. Handling is super-agile, but the ride is very stiff and choppy. Four-door and convertible versions are also available.

Mini Cooper Countryman

GAS **71** OVERALL SCORE

$38,900-$46,900 RELIABILITY

28 MPG

The redesigned Countryman comes standard with a 241-hp, 2.0-liter turbo-four and AWD. The dual-clutch transmission delivers quick and direct shifts, but its low-speed hiccups and a slight takeoff delay make it challenging to drive smoothly. While the ride is firm, it's reasonably comfortable and controlled, and handling remains nimble. The cabin is fairly quiet, and the engine emits a satisfying vroom. The large, circular center touchscreen houses the infotainment system, and there is a head-up display for the speedometer. Controls are very confusing and distracting. The optional Driver Assistance Pro features automatic lane-changing capability. An EV version with an EPA-estimated 212 miles of electric range is also available.

Mitsubishi Eclipse Cross

GAS **56** OVERALL SCORE

$26,545-$31,145 RELIABILITY

24 MPG

This coupelike SUV's recent update didn't change the ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly volume and tune knobs, and a touchscreen that's easier to navigate. The lackluster 1.5-liter turbo four-cylinder and continuously variable transmission move the all-wheel-drive SUV decently around town, but it runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. While the driver's seat is short on support, it's easy to get into and out of the cabin, and rear-seat room is generous. BSW, RCTW, and highway-speed AEB are optional.

Mitsubishi Outlander

GAS **63** OVERALL SCORE

$28,395-$40,845 RELIABILITY

25 MPG

The Outlander is based on the Nissan Rogue but comes with a tiny third-row seat that is not available on the Nissan. Acceleration is leisurely, but the CVT is responsive, and the SUV managed 25 mpg overall from the 2.5-liter four-cylinder engine. Handling is nimble and secure, but the steering is overly light, with an unnaturally quick turn-in response, and on the highway the driver has to make constant corrections to stay in the lane. The ride is stiff as the large wheels crash over potholes, and wind noise is noticeable at highway speeds. Most controls are easy to use, including the infotainment system.

Mitsubishi Outlander PHEV ✓

PHEV
69
OVERALL SCORE

$40,445-$48,895 RELIABILITY

25 MPG; RANGE 38[E] MILES

The Outlander PHEV is quicker and quieter than the regular Outlander, and provides an EPA-rated 38 miles of electric driving before transitioning to battery-depleted hybrid operation. In that mode it gets the same 25 mpg as the nonhybrid Outlander, which is disappointing. It takes 6.5 hours to charge the 20-kWh battery using a 240-volt EV charger, and over 16 hours on a regular 120-volt household outlet. The SUV feels very much like an EV when driven in electric mode because it uses a direct-drive transmission rather than a CVT. The PHEV has the same stiff ride and light, darty steering of the regular Outlander. The standard, tiny third-row seat is best for small kids. Controls are easy to use, including the Nissan-sourced infotainment system.

Nissan Altima ✓

GAS
75
OVERALL SCORE

$27,000-$34,830 RELIABILITY

31 MPG

Despite a recent mild freshening that added more standard active safety features, the Altima is a rather unremarkable midsized sedan. It delivers a roomy cabin, good fuel economy, user-friendly controls, and a large trunk. But the driving experience falls short when it comes to handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. The optional 2.0-liter turbo engine was dropped for 2025. All-wheel drive is available. The car is relatively quiet, and rear-seat room is very generous. But the Altima's low ride height can make it a little challenging to get in and out.

Nissan Ariya ✓

EV
68
OVERALL SCORE

$39,590-$54,190 RELIABILITY

RANGE 253 MILES

The Ariya is quick, quiet, and roomy, and has a decent driving range. But its EV tech is weak, with a 7.2-kilowatt onboard charger that adds only about 20 miles of range per hour at home; DC fast charging is below average as well. Unplugging the charger is a frustrating process because the port is not intuitively linked to the car's central locking system. Both front- and all-wheel-drive versions come with either a 63-kilowatt-hour battery or a longer-range 87-kWh one. We covered a decent 253 miles with the larger battery in our highway-range test. Acceleration is plentiful and quiet, but the ride is stiff and handling is unremarkable. The front seats are supportive, but the driving position is hampered by a buslike steering wheel angle. The buttons that are neatly embedded into matte wood trim are difficult to use. At least the rear seat is roomy and comfy.

Nissan Armada

GAS
NA
OVERALL SCORE

$56,520-$79,990 RELIABILITY

17[E] MPG

For 2025, the redesigned Armada trades its thirsty V8 engine for a more efficient and powerful 425-hp, twin-turbocharged V6 and gains an off-road-focused Pro-4X trim. It retains its 8,500-pound towing capacity but adds extra cargo room behind the second and third rows. Buyers can choose seating for seven or eight. It shares its underlying design with the more luxurious Infiniti QX80. The Armada is quick and quiet, but the ride is on the firm side. Versions with the active suspension can lower the ride height for easier access. The steering wheel buttons provide shortcuts for interacting with the touchscreen and driver's information screen, but they are fussy to use. The push-button gear selector is not intuitive.

Nissan Frontier

GAS
50
OVERALL SCORE

$32,050-$45,610 RELIABILITY

18 MPG

The Frontier is powered by a 310-hp, 3.8-liter V6 engine matched with a nine-speed automatic. The V6 is smooth and punchy, and the transmission shifts with fluidity. Fuel economy of 18 mpg overall is not a standout among midsized pickup trucks. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. The ride is stiff and choppy, though it's an improvement over the previous-generation Frontier. The rear seat is tight, but the controls and infotainment system are easy to use. The low-effort tailgate is easy to open and close. The Pro-4X version is off-road-ready, with a locking rear differential.

Nissan Kicks

GAS
NA
OVERALL SCORE

$21,830-$27,680 RELIABILITY

30[E] MPG

The redesigned 2025 Kicks is roomier, more powerful, and for the first time, offered with all-wheel drive. All versions are powered by a 141-hp, 2.0-liter four-cylinder engine with a continuously variable transmission. Each trim is available in front- or all-wheel drive. The Kicks spans from a rather basic S to a nicely equipped SV and on to the sporty-looking SR. It's a very compact, maneuverable, easy-to-park urban runabout with fairly nimble handling. On the other hand, it's not ideal for long trips due to the stiff ride and loud cabin. Power is modest but predictable. The driving position is elevated and access is easy. Controls are user-friendly. The available ProPilot Assist system combines adaptive cruise control and lane centering to ease driving stress when driving on the highway or in traffic jams.

Nissan Leaf

EV
55
OVERALL SCORE

$28,140-$36,190 RELIABILITY

RANGE 212[E] MILES

One of the first EVs, the long-in-the-tooth Leaf comes in two trim levels: S and SV Plus. The standard 40-kilowatt-hour battery in the S provides an EPA-estimated driving range of 149 miles; the SV Plus gets a 60-kWh battery with an EPA-estimated range of 212 miles. Its motor makes the SV Plus a second quicker from 0 to 60 mph than the base S. It takes 8 hours to charge the Leaf S on a 240-volt connector and 10.5 hours to charge the SV Plus. Note that DC fast charging is through an outdated connection that's not compatible with most public chargers. The ride feels soft until you hit a sharp bump. Handling is unexciting but secure. The driving position is awkward because the steering wheel doesn't telescope for reach. A replacement arrives later this year.

Nissan Murano

GAS
NA
OVERALL SCORE

$40,470-$49,600 RELIABILITY

23[E] MPG

After almost a decade without a major update, Nissan has introduced the redesigned Murano, the brand's midsized two-row SUV. It features smoother styling similar to Nissan's all-electric Ariya. Nissan dropped the V6 and CVT in favor of a turbocharged four-cylinder and nine-speed automatic. This combo generates decent power, but the engine sounds less refined. The ride and handling are competent but don't stand out. The infotainment screen is far away, and the push-button gear selector is not intuitive. Heated, power-adjustable front seats are standard, and ventilated, massaging seats are optional. Other options include a heated steering wheel, panoramic roof glass, and multicolor LED ambient interior lighting. ProPilot Assist, which combines adaptive cruise control with lane centering assistance, is optional.

Nissan Pathfinder

GAS
65
OVERALL SCORE

$37,070-$51,810 RELIABILITY
21 MPG

The Pathfinder midsized three-row SUV has a punchy powertrain and an easy-to-use infotainment system. The 3.5-liter V6 makes 284 hp and is mated to a nine-speed automatic, together delivering smooth and effortless propulsion, along with 21 mpg overall, which is not a standout. It comes with either front- or all-wheel drive. The ride is steady, if stiff, but handling is responsive for a midsized SUV. Physical buttons and knobs for commonly used climate and infotainment functions make controls user-friendly. Seven- and eight-passenger seating configurations are offered. Nissan's ProPilot Assist active driving assistance system, which is optional, gives the driver the ability to simultaneously use adaptive cruise control and lane centering assistance.

Nissan Rogue

GAS
75
OVERALL SCORE

$29,230-$40,920 RELIABILITY
25 MPG

The Rogue is a roomy and user-friendly compact SUV. We got 25 mpg overall from the all-wheel-drive version with its 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter four-cylinder it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous for a small SUV and access is very easy, particularly for the rear seat, thanks to a 90-degree door opening. Controls are simple to use, although the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. ProPilot Assist 2.1 is now available on top trims.

Nissan Sentra

GAS
78
OVERALL SCORE

$21,590-$24,590 RELIABILITY
32 MPG

The Sentra is a complete transformation from the previous model, as evidenced by its strong road-test score. It also shed its dowdy look and mediocre performance to become one of the best-driving sedans in the compact class. The 149-hp four-cylinder and continuously variable transmission combine to provide pleasantly unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power driver's seat, leather upholstery, and heated front seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use.

Nissan Versa

GAS
61
OVERALL SCORE

$17,190-$21,190 RELIABILITY
32 MPG

The Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it easy to drive and user-friendly. But the Versa falls far short of being enjoyable, thanks to a stiff ride and dull handling. Unless the engine is working hard, the Versa feels lethargic in around-town driving. There's some road and wind noise, but that's to be expected in this class. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price. But those who buy the Versa should look to the SV trim in order to get BSW and RCTW.

Nissan Z

GAS
71
OVERALL SCORE

$42,970-$65,750 RELIABILITY
24 MPG

The Nissan Z evokes the classic lines that have defined this two-seat sports car since it first came out as the Datsun 240Z in the 1970s. The star of the show is its potent 400-hp, twin-turbo V6, which makes almost any drive a thrill. The six-speed manual requires a firm hand, but we like that Nissan includes a rev-matching feature to help smooth downshifts. The nine-speed automatic works well enough, though it dilutes the Z's sporty character. Handling is nimble, with quick steering and only mild body roll. The ride is stiff and can get choppy on rough roads. Typical of serious sports cars, it's difficult to get into and out of the Z, outward visibility is limited, and the cabin gets quite loud. There's a high-performance, automatic-only Nismo version with 420 hp.

Polestar 2

EV
49
OVERALL SCORE

$64,800 RELIABILITY
RANGE 254[E] MILES

The Polestar 2 is a tall hatchback EV based on the Volvo XC40 SUV. Its 82-kilowatt-hour battery provides an EPA-rated range of 254 miles for the dual-motor all-wheel-drive Performance version. It takes over 10 hours to charge the battery from near-empty. The Polestar 2 is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The Google-based infotainment system is extremely distracting, but a recent software update finally added Apple CarPlay, which makes the car easier to live with.

Polestar 3

EV
NA
OVERALL SCORE

$67,500-$79,400 RELIABILITY NA
RANGE 315[E] MILES

The midsized Polestar 3 SUV expands the electric-only brand's portfolio; it's packed with luxury features and safety equipment. Two dual-motor configurations with all-wheel drive are offered, as is one single-motor rear-wheel-drive version. The single-motor long-range model has 299 hp, with an EPA-estimated 350-mile range. The long-range dual-motor model has 489 hp and an estimated 315-mile range. The step-up is a long-range model with a Performance Pack. It has 517 hp and an estimated 279-mile range. All versions have a 111-kWh battery capacity. The Polestar 4 is similar but has a coupe body style that doesn't have a rear window. Instead, it relies on a camera. Lidar technology will be offered later to enhance its active safety features.

Porsche 718 Boxster

GAS
79
OVERALL SCORE

$74,900-$101,800 RELIABILITY
26 MPG

This well-honed convertible sports car is a delight to drive, whether you choose the seven-speed, dual-clutch automatic or the six-speed manual transmission. Both the 2.0- and 2.5-liter turbo four-cylinder engines deliver readily available power, and a stronger 414-hp, 4.0-liter six-cylinder is available. Impressive grip and balance make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The front trunk is a bonus. Disappointingly, BSW is only optional, and other active safety features, such as AEB with pedestrian detection, highway-speed AEB, and RCTW, aren't even available. The Cayman is the coupe version.

Porsche Cayenne ✓

GAS
75
OVERALL SCORE

$84,700-$203,800 RELIABILITY !
21 MPG

A recent freshening brings interior updates inspired by the Taycan EV, including a curved display screen that houses Porsche's latest infotainment system. Few SUVs can match the Cayenne when it comes to handling agility. But the ride has an underlying firmness, and some bumps punch through. With the base 3.0-liter turbo V6, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. Interior fit and finish is top notch, and the seats are very comfortable and supportive. A coupe body style and multiple plug-in hybrids are available with both six- and eight-cylinder engines paired with an electric motor. A GTS version with a 493-hp turbo V8 is new for 2025.

Porsche Macan ✓

GAS
76
OVERALL SCORE

$62,900-$105,300 RELIABILITY !
19 MPG

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled but not plush. The cabin is snug, and the center console has a dizzying array of buttons that are confusing at first. It's disappointing that BSW is optional and RCTW isn't offered. The Macan EV uses a different platform and comes with a 95-kilowatt-hour battery that gives it an estimated range of 315 miles. It also has an impressive maximum acceptance rate of 270 kW at public DC fast chargers.

Porsche Taycan ✓

EV
78
OVERALL SCORE

$99,400-$230,000 RELIABILITY !
RANGE 295[E] MILES

Porsche's four-door EV is quick, agile, and very enjoyable to drive. We tested a 4S Plus, which has an EPA-rated range of 295 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kilowatt-hour battery, but it can charge at an impressive rate of up to 300 kW at a public DC fast charger. The front seats are very comfortable, but the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. A wagon version and a rear-wheel-drive model are also available. The 2025 model adds more horsepower, and a high-performance Turbo GT version is new.

Ram 1500

GAS
68
OVERALL SCORE

$40,275-$87,075 RELIABILITY ▼
18 MPG

The freshened Ram pickup truck comes standard with a 3.6-liter V6 that does the job. The Hemi V8 is gone and is replaced by a smooth and refined turbocharged 3.0-liter inline-six engine with 420 hp. High-end trim levels get a high-output version of this engine with 540 hp. The smooth eight-speed automatic transmission remains. Auto 4WD mode that can stay engaged indefinitely is a plus on slippery surfaces. The Ram still rides comfortably, thanks to its rear coil springs, and the cabin is very quiet. Handling is relatively responsive. The rear seat is very roomy in crew-cab models. A large 12-inch infotainment screen is optional. A semi-electric 1500 Ramcharger will debut next year. It acts as an electric vehicle by using the V6 engine to recharge its 92-kilowatt-hour battery while driving, giving the truck a total range of 690 miles.

Rivian R1S

EV
42
OVERALL SCORE

$75,900-$115,900 RELIABILITY ▼▼
RANGE 329 MILES

This three-row electric SUV has an EPA-rated range of about 270 to 410 miles, depending on battery and tire size. The R1S we tested is ridiculously quick and handles with relative agility, though it became tail-happy when driven to its limits around our track. The ride is too stiff, electric-motor whine is noticeable at low speeds, and the regenerative braking is too strong, which makes it difficult to drive the SUV smoothly. The interior is uncluttered, but the controls are extremely distracting because almost every task, including adjusting the air vents, is done through the touchscreen. A front trunk adds cargo space. DC fast charging is relatively speedy, with a max acceptance rate of 200 kilowatts. A freshening for 2025, called Gen 2, improves the ride somewhat.

Rivian R1T

EV
55
OVERALL SCORE

$69,900-$109,900 RELIABILITY ▼▼
RANGE 334 MILES

The R1T is a five-passenger electric crew-cab pickup. It is very quick and quiet, rides comfortably, and handles with agility. With its 135-kilowatt-hour battery, the truck managed 334 miles during our 70-mph highway-range test. The R1T is impressively capable off-road, thanks to individual motors powering each wheel. However, the regenerative braking system is too strong, resulting in an abruptness every time the driver adjusts their throttle position; it takes a lot of concentration to drive smoothly. The swanky interior has an uncluttered, high-tech vibe, but several common tasks entail multiple steps through the touchscreen, which is distracting. The R1T has a large front trunk and an innovative transverse tunnel between the cab and bed for storage.

Subaru Ascent ✓

GAS
80
OVERALL SCORE

$38,910-$49,995 RELIABILITY !
22 MPG

The Ascent is a very functional, easy-to-live-with three-row midsized SUV. Its turbocharged four-cylinder engine delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. Handling agility is not an Ascent strength: The steering is vague and the body leans noticeably when pushed through corners, but it proved ultimately secure at its handling limits around our track. The cabin is quiet, and the second-row captain's chairs are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. For 2025 the Premium is the entry-level trim, resulting in BSW and RCTW being standard across the line.

Subaru BRZ ✓

GAS
74
OVERALL SCORE

$31,210-$36,360 RELIABILITY !
27 MPG

The rear-wheel-drive BRZ is all about driving involvement. A low center of gravity, light weight, sharp steering, and firm suspension aid the car's pinpoint cornering. The car is a delight to drive, and the ride is not too punishing. A close-ratio six-speed manual transmission and a responsive 228-hp, four-cylinder low-mounted boxer engine contribute to the sports coupe's alluring character; a six-speed automatic is available, though it dilutes the experience. There's a constant barrage of road and engine noise, however, and getting into and out of the low-slung car is a challenge. Controls are simple and intuitive. A small trunk and a tiny rear seat add a dash of practicality. The BRZ's sister car, the Toyota GR86, has a stiffer ride.

Subaru Crosstrek

GAS
80
OVERALL SCORE

$25,810-$32,610 RELIABILITY
29 MPG

The Crosstrek is essentially a raised Impreza hatchback with a very comfortable ride, standard all-wheel drive, and a decent amount of cargo room for the class. Responsive handling, mostly simple controls, and a practical but basic interior round out the package. Acceleration from the standard 2.0-liter engine is tepid, and it gets loud when pushed; the optional 2.5-liter has more oomph. The X-Mode for the all-wheel-drive system alters power distribution to help traverse tricky terrain in off-road situations. The newly optional power driver's seat with adjustable lumbar support is a major improvement. BSW and RCTW are available only on higher trims. For 2025, all trims except for the base received the more powerful, 182-hp 2.5-liter engine. A hybrid version goes on sale this fall.

Subaru Forester

GAS
93
OVERALL SCORE

$29,810-$39,995 RELIABILITY
29 MPG

The redesigned 2025 Forester has excellent outward visibility, a roomy interior, and a comfortable ride. The most noticeable improvement is a quieter engine. The 2.5-liter four-cylinder has a rather abrupt initial launch but at times feels underpowered. It returned a commendable 29 mpg overall. The Forester rides smoothly, and handling is sound and secure but isn't sporty. The front seats are comfortable, though the bottom cushion may prove too short for longer-legged drivers. The rear seat is roomy, and cargo space is generous. Most controls are simple, but multiple steps are required for some climate functions through the touchscreen. BSW and RCTW aren't available on the Base version and are only optional on the second-tier Premium. A hybrid model comes this spring. The Wilderness trim is based on the previous-generation Forester.

Subaru Impreza

GAS
80
OVERALL SCORE

$23,610-$28,500 RELIABILITY
29 MPG

The latest-generation Impreza isn't radically different from the previous version, but it received a number of updates. It comes only as a practical hatchback, without a sedan body style. The standard engine is a rather weak 152-hp, 2.0-liter four-cylinder that just barely gets the job done. Fuel economy is a decent 29 mpg overall, which is commendable for a vehicle with full-time all-wheel drive. The RS has a livelier 182-hp, 2.5-liter engine. Both engines are matched to a continuously variable transmission that simulates shifts for a more natural feel. The ride is comfortable and composed, handling is capable and secure, and the cabin isn't too loud, barring some rather flagrant engine noise. The interior is a no-frills affair, and the new infotainment system is user-friendly. BSW and RCTW are optional but not available on the base trim.

Subaru Legacy

GAS
82
OVERALL SCORE

$25,010-$38,310 RELIABILITY
28 MPG

The Legacy provides a comfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This all-wheel-drive midsized sedan comes with either a lackluster 182-hp, 2.5-liter or a stronger, smoother, and quieter 260-hp, turbocharged 2.4-liter. We got 28 mpg overall with the standard engine. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment touchscreen hides common tasks deep in menus, and the system can be slow to respond to inputs. BSW and RCTW are optional. For 2025, the Limited trim receives a standard power moonroof, a heated steering wheel, navigation, and the DriverFocus Distraction Mitigation System. 2025 is the final year for the Legacy.

Subaru Outback

GAS
85
OVERALL SCORE

$29,010-$42,910 RELIABILITY
24 MPG

Subaru's Outback is a smart alternative to an SUV. Although its roofline is lower than a typical SUV's, it has enough room to haul long items. The base 2.5-liter four-cylinder does the job during regular driving around town but feels strained when quicker acceleration is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment touchscreen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in roof crossbars and a dual-position cargo cover, are nice touches. The Wilderness model has higher ground clearance. BSW and RCTW are optional. A redesigned Outback is expected to arrive for the 2026 model year.

Subaru Solterra

EV
55
OVERALL SCORE

$44,995-$51,995 RELIABILITY
RANGE 210 MILES

Subaru's first-ever EV is essentially a rebadged Toyota bZ4X. It has a functional small-SUV interior and comes with front and rear motors to form an all-wheel-drive system. But it managed to drive only 210 miles during our 70-mph highway-range test, which is notably shorter than rival EVs. The 215 hp its motors produce is also less than the competition, but the power is smooth and predictable. With a weak 6.6-kilowatt onboard charger, home charging is on the slow side. A maximum acceptance rate of just 100 kW at DC fast charging stations is also skimpy. Handling is agile, and the ride is mostly comfortable. Oddly, there is no glove box or rear wiper, and the instrument panel is positioned far away from the driver, which can take some getting used to.

Subaru WRX

GAS
80
OVERALL SCORE

$35,750-$45,705 RELIABILITY
25 MPG

The WRX features a 271-hp, 2.4-liter turbo flat-four engine, with a choice of a six-speed manual or a continuously variable transmission. The car pulls strongly, and the manual shifter and clutch are more forgiving than before. Handling is agile, and the car has tenacious tire grip in corners. But the ride is very stiff, and the cabin gets quite loud because of elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment touchscreen require multiple steps. A new performance-oriented tS version brings electronically controlled STI-tuned dampers with a drive mode selector, a full LCD digital gauge cluster, upgraded brakes, race-style front seats, and 19-inch wheels. BSW and RCTW are still optional. For 2025 the DriverFocus Distraction Mitigation System is standard.

Tesla Cybertruck

EV
58
OVERALL SCORE

$79,990-$99,990 RELIABILITY
RANGE 325[E]

The Cybertruck features a polarizing, angular design and paintless alloy body panels. It has an estimated range of 325 miles. The bed can be opened and closed by a push of a button, and Tesla claims an 11,000-pound maximum towing capacity. The controls are highly distracting, partly because the turn signals, wipers, and high beams are controlled by buttons on the tiny squarish steering wheel, and the side mirror and steering wheel adjustments are done through the screen. The truck is very quick and relatively nimble, but the steering is nonlinear and can be unpredictable. The ride is firm yet composed. Outward visibility is atrocious, which makes it difficult to park, but the backup camera feed in the center screen helps offset it a little. Tiny red LEDs at the base of the windshield pillars form a token BSW system, and RCTW is standard.

Tesla Model 3

EV
70
OVERALL SCORE

The Model 3's 2024 freshening brought a marked improvement in ride comfort, but the controls have become even more distracting. The swift acceleration and agile handling for this all-electric sedan remain. We recorded 334 miles during our 70-mph highway-range test of the Long Range all-wheel-drive version, which is quite impressive. Home charging is on the speedy side, at about 44 miles of range gained per hour. Though the front seats are comfortable, the rear seat is tight. Most controls, including the gear selector and adjusting the dash vents and side mirrors, are operated through the touchscreen. The turn signals are controlled via buttons on the steering wheel, which is very distracting. Tiny red LEDs at the base of the windshield pillars form a token BSW system, and RCTW is now standard.

$42,490-$54,990 RELIABILITY
RANGE 334 MILES

Tesla Model S

EV
67
OVERALL SCORE

The Model S has an EPA-estimated driving range of more than 400 miles. We got 366 miles in our 70-mph highway-range test. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm ride. Just don't expect luxury levels of noise isolation or interior fit and finish. The hatchback design aids versatility, and the front trunk is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-column stalks. Many common functions, including the turn signals and wipers, are performed through touch-sensitive controls on the steering wheel. Tiny red LEDs at the base of the windshield pillars form a token BSW system, and RCTW is now standard.

$79,990-$94,990 RELIABILITY
RANGE 366 MILES

Tesla Model X

EV
53
OVERALL SCORE

The Model X SUV is more showy than it is practical. It features massive rear side doors that very slowly open up and out of the way, which we found gets old quickly. There are five-, six-, and seven-passenger seating configurations, but the second-row captain's chairs don't fold, compromising utility. The X is very quick and handles nimbly in corners. But the excessively stiff ride and pronounced wind noise aren't befitting the high price and luxury status. The optional yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. In addition, neither Android Auto nor Apple CarPlay is available. Tiny red LEDs at the base of the windshield pillars form a token BSW system, and RCTW is now standard.

$79,990-$94,990 RELIABILITY
RANGE 335E MILES

Tesla Model Y

EV
73
OVERALL SCORE

The Model Y is essentially an SUV version of the Model 3, sharing key underpinnings and features. It's quick and agile, but the control layout is distracting and the ride is quite stiff. Note that there is no Android Auto or Apple CarPlay compatibility. The AWD Long Range version has an EPA-estimated 330-mile driving range. Charging from almost empty takes just under 10 hours. Rear-seat room is decent, and the hatchback layout provides more versatility than the Model 3's trunk. Five- and seven-passenger seating configurations are available. Tiny red LEDs at the base of the windshield pillars form a token BSW system, and RCTW is now standard. A freshening that promises a more comfortable ride and a quieter cabin is available to order.

$44,990-$51,490 RELIABILITY
RANGE 311E MILES

Toyota 4Runner

GAS
NA
OVERALL SCORE

True to its roots, the redesigned 4Runner is an off-road-capable SUV, sharing a platform with the Land Cruiser. The SR5, TRD Sport, and TRD Sport Premium trims come with a 278-hp, 2.4-liter turbocharged four-cylinder engine. Higher trims get the 326-hp, 2.4-liter turbocharged hybrid four-cylinder engine. Both engines are paired with an eight-speed automatic transmission. The 4Runner is available in two-, part-time four-, and full-time four-wheel-drive versions. The interior features more modern amenities than before, with screen sizes dependent on trim level. The second-row seat tumbles forward to aid cargo versatility. And yes, the rear window on the liftgate powers up and down—a traditional 4Runner characteristic.

$40,770-$66,900 RELIABILITY
21E MPG

Toyota bZ4X

EV
55
OVERALL SCORE

The bZ4X is Toyota's first ground-up EV. The range is short by current EV standards, and the car's 6.6-kilowatt onboard charger means home charging is on the slow side. A 100-kW DC fast charging rate for the all-wheel-drive model is also behind competitors. Sized like the RAV4, the FWD bZ4X has a 201-hp motor and an EPA-estimated 252-mile range, while the all-wheel-drive one went 210 miles in CR's highway-range test, falling short of its EPA rating. Otherwise, it's a functional and pleasant-driving SUV with agile handling and a decent ride. The interior is rather spartan, and oddly forgoes a glove box and a rear wiper. The instrument panel is positioned far away from the driver, which can take getting used to. The Subaru Solterra is essentially the same vehicle as the bZ4X but with standard AWD.

$37,070-$43,880 RELIABILITY
RANGE 210 MILES

Toyota Camry

HYBRID
82
OVERALL SCORE

The Camry now comes only as a four-cylinder hybrid and is available with either front- or all-wheel drive. In our tests of a front-wheel-drive version, we got an impressive 48 mpg overall. The electric drive can propel the car at low speeds if you're gentle with the accelerator pedal, which keeps the cabin quiet. Higher power demands, however, elicit pronounced noise from the 2.5-liter gas engine. The ride in the SE model we tested is firm and composed yet still comfortable. Handling is responsive and very secure, even when pushed to its limits around our track. The cabin is reasonably roomy, but the rear seat isn't the most generous in the class, and the car's low stance makes it slightly difficult to get in and out. The infotainment system is relatively easy to use. Uplevel XLE and XSE versions get more sound insulation for a quieter cabin.

$28,700-$36,425 RELIABILITY
48 MPG

Toyota Corolla

GAS
76
OVERALL SCORE

HYBRID
75
OVERALL SCORE

The Corolla sedan is fuel-efficient and sensible. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims and the hatchback, is now standard for all nonhybrid models and gets 36 mpg overall. The hybrid version is a sensible choice, with its incredible 48 mpg overall, although the continuously variable transmission amplifies engine noise. All-wheel drive is available. It also gets Toyota's latest infotainment system. The Corolla's handling agility is among the better in the compact-car class, as are ride comfort and cabin quietness. The GR Corolla is a high-performance version powered by a 300-hp, turbocharged three-cylinder engine with all-wheel drive. BSW and RCTW are optional.

$22,325-$28,190 RELIABILITY
36 MPG / *HYBRID* 48 MPG

Toyota Corolla Cross

GAS 66 OVERALL SCORE | HYBRID 75 OVERALL SCORE

$24,035-$31,580 RELIABILITY /

28 MPG / *HYBRID* 41 MPG

The compact Corolla Cross is fuel-efficient, particularly in hybrid form. Available with front- or all-wheel drive, the standard powertrain is a 169-hp, 2.0-liter four-cylinder engine paired to a CVT. The AWD-only hybrid makes 196 hp and is the better version. In our tests it returned an impressive 41 mpg overall. The standard Corolla Cross feels slow, but at least it manages a decent 28 mpg overall. Both versions suffer from excessive engine noise during even moderate acceleration. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. BSW and RCTW are unavailable on the base trim but standard on the higher trims.

Toyota Crown

HYBRID 81 OVERALL SCORE

$41,440-$54,990 RELIABILITY

42 MPG

The Crown comes exclusively as a hybrid with all-wheel drive, and passengers sit higher off the ground than in most cars, which makes getting in and out easier. Most versions have a 236-hp, four-cylinder with electric drive paired with an electronic continuously variable transmission, which got 42 mpg overall in our tests. The top Platinum trim, which uses a 340-hp, turbo four-cylinder hybrid paired with a six-speed automatic, delivers a more pleasant driving experience. We found the Crown's ride and handling decent but unremarkable, and some controls, including the gear selector, are fussy. Both the front and rear seats are comfortable, although rear-seat headroom will be tight for taller passengers. Despite its sleek hatchback looks, the Crown features a regular trunk, albeit with a hard-to-find release button.

Toyota Crown Signia

HYBRID NA OVERALL SCORE

$43,590-$47,990 RELIABILITY

38[E] MPG

The Crown Signia SUV is essentially a tall wagon with standard all-wheel drive. Less utilitarian, more luxurious than a Highlander and more practical than the Crown, it is powered by a 240-hp, 2.5-liter hybrid four-cylinder engine matched to a form of a continuously variable transmission. It promises excellent fuel economy and a long cruising range. The car propels itself on electric power alone at low urban speeds, but quick acceleration elicits pronounced engine noise. The ride is comfortable and controlled, and handling is competent. The interior is tasteful, and the rear seat is roomy. The digital instrument panel is a bit fussy, but the infotainment screen is straightforward. There are two trim levels, XLE and Limited. The latter brings larger tires and a fixed sunroof, and lets buyers opt for a higher level of driving assistance features.

Toyota GR86

GAS 72 OVERALL SCORE

$30,000-$36,370 RELIABILITY

28 MPG

Toyota's two-door sports car uses a Subaru-sourced 2.4-liter four-cylinder mated to either a six-speed manual or an optional six-speed automatic transmission. The engine delivers more low-end power than before, making the car easier and more satisfying to drive. Handling is superb, thanks to a taut suspension, light weight, and rear-wheel drive, and as a result it's a delight to drive on a twisty road. But the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get into and out of, and the rear seat is tiny. The simple controls and infotainment system are very easy to use, if a bit outdated-looking. BSW and RCTW are optional.

Toyota Grand Highlander

GAS 68 OVERALL SCORE | HYBRID 74 OVERALL SCORE

$40,860-$58,775 RELIABILITY /

22 MPG / *HYBRID* 35 MPG

The three-row Grand Highlander is longer than the regular Highlander, and it has a more usable third-row seat. It offers three powertrains: a 2.4-liter turbo four-cylinder that yields 22 mpg overall but sounds raspy, a thrifty 2.5-liter hybrid, and a powerful 2.4-liter turbo hybrid. Power from the standard engine is adequate and the ride is comfortable, but handling is short on agility. The Grand Highlander can be configured to hold seven or eight passengers. We found the wide and accommodating front seats comfortable, the second-row bench seat roomy, and the third row much more hospitable to adults than in the regular Highlander. Cargo capacity has also been expanded. Controls are simple, and the standard 12.3-inch touchscreen infotainment system is mostly user-friendly.

Toyota Highlander

GAS 77 OVERALL SCORE | HYBRID 81 OVERALL SCORE

$39,520-$53,675 RELIABILITY /

22 MPG / *HYBRID* 35 MPG

The recent freshening saw the smooth and punchy V6 that used to power the Highlander get replaced by a 265-hp, 2.4-liter turbo four-cylinder. This engine packs good midrange oomph but has a grittier engine sound. Fuel economy remains at 22 mpg overall. The hybrid powertrain is unchanged; it got an excellent 35 mpg overall in our tests. The ride is comfortable, and handling is sound and secure but mundane. Seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny and not as useful as in some midsized SUV competitors. The Highlander's infotainment system looks modern, but it's less user-friendly than before.

Toyota Land Cruiser

HYBRID 62 OVERALL SCORE

$55,950-$74,950 RELIABILITY

20 MPG

The redesigned Land Cruiser shares its platform with the Lexus GX. It is fitted with a turbocharged four-cylinder hybrid powertrain matched to an eight-speed automatic that routes power through a full-time 4WD system. The 326-hp, 2.4-liter turbo, coupled with a hybrid setup, supplies decent power but sounds a little rough. And don't expect hybrid-like fuel economy. Handling is clumsy, and the body-on-frame SUV rocks and jiggles over bumps. Wind noise is pronounced. The base 1958 trim is an homage to the original Land Cruiser, with its round headlights. Higher trims add on the creature comforts. Off-road ability is top notch, thanks to generous ground clearance, locking rear and center differentials, crawl mode, and the ability to disconnect the anti-roll bars. As such, it is a formidable challenger to the Jeep Wrangler, Ford Bronco, and Land Rover Defender.

Toyota Prius

HYBRID 77 OVERALL SCORE

$27,950-$36,365 RELIABILITY

51 MPG

While the current Prius has sleeker looks, more power, and sharper handling than its predecessor, it retains its superb fuel economy. We measured 51 mpg with the XLE all-wheel-drive version we tested; front-drive models are even more sparing with fuel. The car can propel itself on electric power alone at low speeds in light throttle situations up to about 25 mph. Although it delivers much quicker acceleration than the previous Prius, the gas engine is very noisy when it kicks on. Handling is sharper than before, making the car fairly nimble, but the ride is firmer, especially with the large 19-inch wheels and tires most trims now come with. The low stance, swoopy styling, and raked windshield compromise access, visibility, rear-seat space, and cargo room.

Toyota Prius PHEV ✓

PHEV
75
OVERALL SCORE

$35,000-$41,000E RELIABILITY
43 MPG; RANGE 39E MILES

The Prius Plug-in Hybrid is the Prius Prime renamed for 2025. It shares the same low-slung design as the regular Prius, but it adds a larger lithium-ion battery that can be plugged in for an electric-only range between 39 and 44 miles, depending on trim, impressive for a plug-in hybrid electric vehicle. Unlike a pure EV, it also has a 2.0-liter gas engine. Once the battery is depleted, the Prius Plug-in Hybrid acts like a regular hybrid. It managed 43 mpg with our tested XSE trim. It takes about 10 hours to charge the battery on a standard 120-volt outlet, or about 4 hours on a 240-volt EV charger. The PHEV is not available with all-wheel drive. In most other ways it's very similar to the regular Prius, with responsive handling, a firm ride, a noisy engine, awkward access, and limited visibility. Its hatchback design adds versatility.

Toyota RAV4 ✓

GAS
76
OVERALL SCORE

$28,850-$40,205 RELIABILITY
27 MPG

The RAV4 is still a well-rounded SUV, even though newer models are ranked higher in our compact SUV ratings. Its 2.5-liter four-cylinder is paired with an eight-speed automatic, together delivering relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. BSW and RCTW are standard on all except the base trim. Recent updates include a new infotainment system. A redesigned RAV4 is imminent.

Toyota RAV4 Hybrid ✓

HYBRID
81
OVERALL SCORE

PHEV
88
OVERALL SCORE

$31,900-$47,735 RELIABILITY /
37 MPG / *PHEV* 34 MPG; RANGE 42E MILES

The RAV4 hybrid feels more energetic than the conventional RAV4, with the electric drive producing immediate and quiet acceleration from a standstill, while delivering an impressive 37 mpg overall. The Plug-in Hybrid takes it a step further with its ability to drive on electric power for 42 miles before transitioning to regular hybrid operation getting 34 mpg. The PHEV is quicker and quieter, and feels more substantial. Compared with the regular RAV4, the ride is more comfortable, and interior fit and finish is considerably better. Most controls, such as the large climate knobs, are easy to use. Recent updates include a new infotainment system. BSW and RCTW are not available on the base Hybrid version.

Toyota Sequoia

HYBRID
59
OVERALL SCORE

$62,425-$83,915 RELIABILITY
18 MPG

The Sequoia utilizes a platform shared with the Tundra pickup and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 powertrain paired with a 10-speed automatic but gets only 18 mpg overall. It uses the electric power only at parking lot speeds. The Sequoia feels outdated compared with competitors. For example, it lacks the convenience of an automatic-engaging 4WD mode. It also forgoes the previous model's independent rear suspension, which compromises ride, handling, and third-row-seat space. Handling is beyond clumsy, though secure, when pushed to its limits. The ride seems compliant at first but is plagued with too much shudder and jiggle. Towing capacity is stout at over 9,000 pounds. Most trims have a 14-inch infotainment touchscreen that's a long reach away.

Toyota Sienna ✓

HYBRID
77
OVERALL SCORE

$39,185-$56,905 RELIABILITY
36 MPG

The hybrid-only Sienna makes a combined 245 hp between the electric drive and 2.5-liter four-cylinder. Front-wheel drive is standard, and AWD is optional. The FWD model we tested got a superb 36 mpg overall and has a cruising range of over 600 miles. Unfortunately, the engine is very noisy when it kicks on. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away from the driver. The cavernous interior has ample storage, and the hands-free sliding side doors are a convenience. The new radar-based rear-seat reminder system can detect movement in the rear seats after the vehicle has been locked and can send automated alerts to the driver if passengers are still detected there.

Toyota Supra ✓

GAS
84
OVERALL SCORE

$56,250-$59,400 RELIABILITY
27 MPG

This two-seat sports car shares the BMW Z4's platform and many of its components but features a coupe body, rather than a convertible. The base model comes with a 255-hp turbocharged four-cylinder paired with the standard slick-shifting eight-speed automatic. The optional 382-hp six-cylinder can be paired with the automatic or the available six-speed manual. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is difficult, and the styling limits visibility. BMW's infotainment system takes some getting used to but ultimately proves logical. BSW, RCTW, and highway-speed AEB are optional. The four-cylinder model was discontinued for 2025.

Toyota Tacoma

GAS
45
OVERALL SCORE

$31,590-$63,735 RELIABILITY
20 MPG

This new-generation Tacoma has quicker acceleration, shorter stopping distances, slightly better fuel economy, and a less awkward driving position than its predecessor. But it remains a crude truck with a stiff ride and clumsy handling. Most Tacomas get an energetic 2.4-liter turbo four-cylinder linked to an eight-speed automatic that managed 20 mpg overall in our tests. The engine sounds gritty, and the transmission doesn't always shift smoothly. A 326-hp, turbo four-cylinder hybrid is also available, but it's more about performance than fuel economy. While most versions get a coil-spring rear suspension, the ride remains stiff and choppy and the truck lumbers through corners. The driving position feels more natural, but the rear seat is tight. Most controls are easy to use. BSW and RCTW are optional.

Toyota Tundra

GAS
54
OVERALL SCORE

$40,090-$80,725 RELIABILITY
17 MPG

The latest Tundra is powerful, quick, and roomy, and an improvement over its predecessor. But it hasn't made any big gains compared with its competitors in terms of handling, fuel economy, or storage innovations. The turbocharged V6 is offered in 358-hp and 389-hp versions; the V6 hybrid puts out 437 hp. All are paired with a smooth-shifting 10-speed automatic. The 389-hp engine that we tested is quite punchy, but fuel economy of 17 mpg overall isn't stellar. The ride is relatively refined, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. BSW and RCTW are optional.

Volkswagen Atlas

GAS **53** OVERALL SCORE

$38,200-$53,205 RELIABILITY

20 MPG

The Atlas is a functional and very roomy competitor among midsized three-row SUVs, and it boasts a habitable third-row seat and an enormous cargo capacity. It is powered by a 269-hp, 2.0-liter turbo four-cylinder engine, which is surprisingly punchy, but fuel economy remains the same as the old V6 at 20 mpg overall in our tests. We found the controls very distracting, but the cabin is nicely furnished with wood trim and quality stitching. The seats are comfortable and supportive. The ride is on the firm side. Handling is responsive and secure, and braking performance is strong. The cabin is quite accommodating, with a third-row seat that truly fits adults, along with a generous cargo capacity. A unique, easily articulating second-row seat allows a clear access path to the third row.

Volkswagen Atlas Cross Sport

GAS **49** OVERALL SCORE

$37,190-$52,195 RELIABILITY

20 MPG

Like the larger Atlas, the Cross Sport comes standard with a powerful 269-hp, 2.0-liter turbo four-cylinder engine. In our tests of the similarly freshened Atlas, we got only 20 mpg overall, which is not so great. The updates also include an electronic gear selector, and very confusing and distracting controls. The Cross Sport is a roomy, five-passenger SUV, and it drives well unless you get the 21-inch wheels and tires that degrade ride comfort. The ride is firm yet decently comfortable with the standard wheels and tires, and handling is responsive. The interior is a lot classier than you might expect in this price range. There's also a large and very roomy cargo area.

Volkswagen Golf GTI

GAS **68** OVERALL SCORE

$31,965-$40,825 RELIABILITY

28 MPG

The Golf GTI remains a sporty four-door hatchback, but its controls are very distracting. The 241-hp, 2.0-liter turbo-four pulls strongly with immediate throttle response and an invigorating engine sound contributing to the enjoyable driving experience. Unfortunately, there is no more manual transmission, only a quick-shifting seven-speed dual-clutch automatic. The car has agile handling and the ride is fairly refined, while the cabin stays reasonably quiet. The interior is well finished, and the seats have supportive side bolsters. But VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. The all-wheel-drive Golf R has considerably more power and handling capability.

Volkswagen ID.4

EV **56** OVERALL SCORE

$39,735-$57,055 RELIABILITY

RANGE 253 MILES

The ID.4 EV is roomy and nicely finished inside. The standard rear-wheel-drive version has an EPA-estimated driving range of 206 miles, but acceleration feels tepid. The more powerful all-wheel-drive version uses two electric motors and has an EPA-estimated driving range of 263 miles, and we got 253 miles during our 70-mph highway-range test. We found that this version had quick acceleration, a comfortable ride, and a quiet cabin, except for the annoying pedestrian-warning sounds at low speeds. The ID.4 has responsive handling, but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. The controls are unintuitive, and the slow-responding infotainment system is distracting. The car can take up to 175 kilowatts at public DC fast chargers, which is competitive.

Volkswagen ID.Buzz

EV **NA** OVERALL SCORE

$59,995-$69,995 RELIABILITY NA

RANGE 231[E] MILES

The ID.Buzz electric van is a nostalgic tribute to the classic Microbus. Three-row seating comes standard, with either six- or seven-passenger configurations. The Buzz uses either a single-motor, 282-hp setup to drive the rear wheels or a dual-motor, 330-hp configuration with all-wheel drive. The range of about 230 miles is modest by today's standards. The cabin is nicely furnished and has a 12.9-inch infotainment screen, but controls mirror the ID.4's, meaning they are unintuitive. The cabin is very roomy, and the third row is removable but doesn't fold into the floor, which hurts practicality. Available creature comforts include a massage feature for the front seats.

Volkswagen Jetta

GAS **53** OVERALL SCORE

$21,995-$29,000 RELIABILITY

34 MPG

The Jetta has mostly easy-to-use controls, great fuel economy, and a relatively spacious cabin. It is a roomier and more substantial small sedan than its competitors. The 1.5-liter turbocharged four-cylinder engine is coupled to an eight-speed automatic and feels responsive. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent and steady, but sharp bumps can punch through. Handling is competent yet dull. The cabin is quiet for a compact sedan, and the car feels solid. Most versions come with faux leather seats and automatic climate control, giving the car an air of premium ambience. The sporty GLI version brings more power and sharper handling. 2025 brings an upgraded infotainment system.

Volkswagen Taos

GAS **50** OVERALL SCORE

$24,995-$34,695 RELIABILITY

26 MPG

Volkswagen's entry-level SUV gets a freshening for the 2025 model year, getting more power and a smoother transmission. Unfortunately, touch-sensitive climate controls have replaced the knobs and buttons Volkswagen used previously. The 1.5-liter turbo four-cylinder gets a 16-hp boost to 174 hp, and all versions get a conventional eight-speed automatic, which replaces the jerky dual-clutch transmission. We found that the new powertrain makes the Taos' power delivery much more responsive and predictable. The Taos has nimble handling, and the firm ride absorbs most bumps well. Inside the cabin, the rear seat remains roomy and outward visibility is excellent. BSW and RCTW are now standard.

Volkswagen Tiguan

GAS **74** OVERALL SCORE

$28,880-$38,880 RELIABILITY

25 MPG

The Tiguan is one of the largest models in the small-SUV segment, which endows it with a generous back seat and even an optional small third-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It took more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Outward visibility is excellent. Recent updates include a new infotainment system. A fully redesigned and upgraded Tiguan goes on sale in the summer.

Volvo C40

EV
55
OVERALL SCORE

$53,600-$60,550 RELIABILITY
RANGE 232 MILES

The C40's swept-back roofline makes it more of a hatchback than an SUV. This EV's dual-motor, 402-hp setup gives it all-wheel-drive capability, while a rear-wheel-drive version is also available. In our 70-mph highway-range test, the AWD C40 got 232 miles from the 78-kWh battery. Home charging can supply 34 miles of range per hour, but the 150-kW maximum acceptance rate at DC fast chargers is not a standout. Acceleration is very quick and effortless. However, the regenerative braking is too abrupt, though drivers can opt out of it in the settings. The ride is stiff, and wind noise is elevated due to the large fixed glass roof. Handling is sound but unexceptional. As is typical of a Volvo, the controls are unintuitive. The front seats are comfortable, and fit and finish is commendable. While there won't be a 2025 model, it will return as a 2026 EC40 later this year.

Volvo EX90

EV
NA
OVERALL SCORE

$79,995-$89,845 RELIABILITY NA
RANGE 310[E] MILES

Volvo's new flagship is a seven-passenger, three-row, all-wheel-drive electric SUV called the EX90. It is equipped with cutting-edge safety technology, including a driver monitoring system that can pull over and call for help if a driver becomes unresponsive, and a lidar sensor to support its advanced driving assistance systems comes at a later date. A minimalist, leather-free interior makes use of recycled materials and hidden lighting. The EX90 has an EPA-rated range of up to 310 miles, thanks to a 111-kilowatt-hour lithium battery that can charge from 10 to 80 percent in about a half hour at a public DC fast charging station. Standard air suspension allows lowering the vehicle for easier access and loading.

Volvo S60/V60

GAS
61
OVERALL SCORE

$42,600-$51,000 RELIABILITY
26 MPG

The S60 sedan is quiet, and boasts an uncluttered and elegant interior with comfortable seats. It comes with front- or all-wheel drive. The all-wheel-drive V60 Cross Country is a wagon version that has most of the sedan's attributes. We found the Volvo to be quiet inside, featuring an uncluttered and elegant interior with comfortable seats. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. Unfortunately, the car is plagued with Volvo's unintuitive infotainment system. The plug-in hybrid version has been renamed T8.

Volvo S90/V90

GAS
61
OVERALL SCORE

$58,300-$71,200 RELIABILITY
23 MPG

Though the S90 is well appointed inside, it falls short of the refinement expected of a midsized luxury sedan, mostly because of the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. Handling is secure but unexceptional. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. The V90 Cross Country is a wagon version of the S90. Volvo's standard active driving assistance system combines steering assistance and adaptive cruise control to ease highway driving. The plug-in hybrid version, with 38 miles of electric range, is now called the T8.

Volvo XC40

GAS
56
OVERALL SCORE

$40,650-$49,300 RELIABILITY
24 MPG

The XC40 competes in the entry-level luxury SUV class. Gas-powered models come with standard all-wheel drive and a 247-hp turbo four-cylinder that packs a decent punch. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. The electric version, called Recharge, has been freshened and renamed EX40 for 2025. It comes in rear- and all-wheel drive with an EPA-estimated electric range of between 260 and 296 miles. Volvo's optional active driving assistance system combines adaptive cruise control and steering assistance.

Volvo XC60

GAS
63
OVERALL SCORE

$47,050-$58,100 RELIABILITY
23 MPG

Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. Handling is fairly agile and quite secure. The standard 2.0-liter turbocharged four-cylinder engine, known as the B5, is responsive, but the eight-speed automatic delivers an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium fuel. The cabin benefits from supremely comfortable front seats, a relatively roomy rear seat, and a nicely finished cargo hold.

Volvo XC60 PHEV ✔

PHEV
71
OVERALL SCORE

$58,050-$75,250 RELIABILITY
28 MPG; RANGE 35[E] MILES

The XC60 plug-in hybrid electric vehicle is an elegant five-passenger luxury SUV with a well-finished interior. It has an EPA-estimated 35 miles of electric-only range, after which it transitions to regular hybrid operation, where it got a commendable 28 mpg in our tests. It takes 5 hours to charge the 18.8-kilowatt-hour battery on a 240-volt charger, or 17 hours from a household 120-volt outlet. Thanks to a whopping 455 hp, the XC60 PHEV has extremely quick acceleration, and drivers will barely notice the transitions between electric and gas power. Handling is taut and responsive, but like the rest of the XC60 line, it suffers from overly complex controls and a stiff ride. The cabin benefits from comfortable and supportive front seats, an uncluttered Scandinavian-inspired interior design, and a nicely finished cargo hold.

Volvo XC90 ✔

GAS
66
OVERALL SCORE

$57,400-$71,050 RELIABILITY
20 MPG

Freshened for 2025, the XC90 is somewhat long in the tooth but remains a nicely appointed three-row SUV. It still suffers from a bumpy ride and baffling controls, however. The base B5 uses a 247-hp, 2.0-liter turbo four-cylinder. Our tested B6, with its more powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. A powerful plug-in hybrid version is also available, with a 32-mile all-electric range. The eight-speed automatic shifts smoothly most of the time. Handling is responsive and secure, but the ride is stiff. The cabin is quiet, but the raspy-sounding engine is unbefitting a luxury SUV. The interior is uncluttered, with very comfortable seats, though the third row is tight. Most functions are controlled through the small touchscreen, but common tasks take too many steps to complete.

SPECIAL BUYING GUIDE

4 *Best & Worst* USED CARS

▲MAZDA3

WANT A RELIABLE CAR that's a top performer—for less money? Consider buying a used model. While the average new-car transaction price rose to $49,740 in December 2024, the price of the average used vehicle was just below $26,000, according to Cox Automotive, an automotive technology and services company. Buying used also means you get more bang for your buck: New cars depreciate quickly. So you can pick a recent used model that has some of the latest safety and convenience features without sacrificing savings.

What follows are the vehicles that have proved to be reliable choices, according to data from CR's auto surveys. To make sure you don't buy a lemon, we've also included a list of the most problematic used cars, based on that same data.

BY JONATHAN LINKOV

THE BEST USED CARS

These 2015-2024 models have above-average reliability for the years listed. Many also came with backup cameras as well as active safety systems such as forward collision warning, automatic emergency braking, and/or blind spot warning as standard or optional features when new. While all of these cars are reliable, the models highlighted in **bold** stood out in our testing and have three or more years of strong reliability scores, making them particularly great choices.

Toyota Prius

SMALL CARS	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Ford C-Max	'15-17					
Honda Civic				'21	'23-24	
Honda Fit		'17-19	'20			
Honda Insight			'19			
Mazda3	'15	'16-18		'23-24		
Subaru Impreza		'18	'22-23	'24		
Toyota Corolla		'15-18	'19-21	'22-24		
Toyota Corolla Hybrid				'22-24		
Toyota Prius		'15-16	'17-19	'20-21	'22-23	'24
Toyota Prius Prime			'17-18	'20-22		
Toyota Prius V		'15-16	'17			

Honda Accord

MIDSIZED/ LARGE CARS	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Buick LaCrosse		'16-17				
Honda Accord		'16	'17	'19-20	'21-23	
Honda Accord Hybrid		'15	'17	'20	'22	
Hyundai Sonata				'23	'24	
Mazda6	'15	'16-17		'21		
Nissan Altima		'18		'23		
Subaru Legacy	'15	'17-18			'24	
Toyota Avalon		'15-16	'17-18	'19	'20-21	'22

Toyota Camry

MIDSIZED/ LARGE CARS *Continued*	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Toyota Avalon Hybrid		'15-16	'18	'19	'20-21	
Toyota Camry		'15-16	'17-18	'19-21	'22-23	'24
Toyota Camry Hybrid		'15-16	'18	'19-21	'22-23	'24
Toyota Crown						'24

Lexus ES

LUXURY CARS	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Audi A4			'19			'23
BMW 3 Series					'21-22	
BMW i4						'23
Lexus ES		'15	'16-18	'19	'20-21	'22-23
Lexus ES Hybrid		'15		'19	'21	'23
Lexus GS			'15			

Mazda MX-5 Miata

SPORTS CARS	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Audi A5				'19		'23
BMW 4 Series			'18	'19		
Chevrolet Corvette						'16
Ford Mustang			'17-18			'24
Mazda MX-5 Miata		'16	'17, '20	'22	'23	
Mini Cooper				'22-23	'24	

Honda Odyssey

MINIVANS	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Honda Odyssey					'21	'22, '24
Toyota Sienna			'16	'18	'20	'21

PHOTO: MAZDA

Toyota RAV4

SMALL SUVs	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Acura RDX		'15-16		'19	'21	'22
Audi Q5		'16		'19		
BMW X3		'16				'21-22
Buick Envision		'17	'19			
Chevrolet Equinox			'19		'24	
Ford Escape				'22-23		
GMC Terrain			'19		'24	
Honda CR-V		'15-16	'19	'20-21	'22	'24
Honda CR-V Hybrid				'20-21		'24
Honda HR-V		'18	'20	'22-23	'24	
Hyundai Tucson			'20-21			
Kia Sportage			'20-21	'22	'24	
Lexus NX			'15-17	'18-19	'20	'21-22
Lexus NX Hybrid					'20	'21
Lexus UX				'19		
Mazda CX-30			'20	'22-23		
Mazda CX-5		'16-18	'19	'23	'24	
Nissan Rogue			'20	'24		
Subaru Crosstrek			'20	'21-23	'24	
Subaru Forester				'21	14	
Toyota Corolla Cross				'22		
Toyota RAV4		'15	'16-18	'19-20	'21-22	'23-24
Toyota RAV4 Hybrid			'16-18	'19	'21-22	'23-24
Toyota RAV4 Prime						'22-23
Volkswagen Tiguan				'22	'24	
Volvo XC40			'19	'20-21		
Volvo XC60			'18	'20	'21	

Cadillac XT5

MIDSIZED SUVs	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Acura MDX		'15				'22
Buick Enclave				'19-20		'22-23
Cadillac XT5			'19	'20-21	'22	'23
Chevrolet Traverse				'20	'21	'22
Ford Edge				'22	'23	'24
Honda Passport				'19-20	'21-22	
Honda Pilot						'22,'24
Hyundai Palisade						'22,'24
Lexus GX						'19
Lexus RX			'15	'16-17	'18-19	'20-21
Lexus RX Hybrid			'15		'17, '19	'20-21
Lincoln Nautilus				'20		'23
Mazda CX-9			'18, '20		'22-23	
Mercedes-Benz GLE			'17		'18	
Nissan Murano		'16		'21	'23	
Subaru Outback					'23	'24
Toyota 4Runner				'15-16	'17-19	'20-22
Toyota Highlander			'15-17	'18-19	'20	'21-22
Toyota Highlander Hybrid			'16	'18-19		'21,'23
Toyota Venza		'15			'21	'22-24

Toyota Tacoma

PICKUP TRUCKS	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
Ford Maverick					'23-24	
Honda Ridgeline				'20	'21	'24
Toyota Tacoma			'15	'17	'18-20	'21-23
Toyota Tundra				'15-16	'17-19	'20-21

USED CARS TO AVOID

The models presented here have much worse than average reliability for the model years listed, based on responses to our annual Auto Surveys. We suggest that you cross them off your list or you may end up spending time and money on repairs.

AUDI

A6	'19
Q3	'18
Q7	'17
Q8 E-Tron	'24

BMW

3 Series	'24
iX	'23
X5 Plug-in Hybrid	'24

BUICK

Encore GX	'24

CADILLAC

Lyriq	'24

CHEVROLET

Blazer	'19, '24
Blazer EV	'24
Bolt	'20-21
Colorado	'17, '19, '23-24
Silverado 1500	'19
Suburban	'16
Tahoe	'15, '17, '21
Traverse	'15

CHRYSLER

Pacifica Hybrid	'18, '21

FORD

Bronco Sport	'21
Escape	'21
Escape Hybrid	'21-23
Expedition	'18-19, '21
Explorer	'20
F-150 Hybrid	'21-23
F-150 Lightning	'23
F-350	'17
Focus	'17
Maverick Hybrid	'22
Mustang Mach-E	'21

GENESIS

GV80	'21

GMC

Acadia	'16
Canyon	'17, '19, '23-24
Sierra 1500	'19
Yukon	'15, '17, '21
Yukon XL	'16

HYUNDAI

Ioniq 5	'22
Kona	'19
Santa Fe	'15-16
Santa Fe Hybrid	'22
Sonata	'16

JEEP

Gladiator	'20
Grand Cherokee	'23
Grand Cherokee L	'21, '23
Wrangler	'16, '18-19, '21, '23

KIA

Optima	'16-17
Sorento	'21
Sportage Hybrid	'24
Sportage Plug-in Hybrid	'23

LINCOLN

Aviator	'20

LUCID

Air	'23

MAZDA

CX-50	'24
CX-90 Plug-in Hybrid	'24

MERCEDES-BENZ

C-Class	'15
E-Class	'19
GLE	'21, '24

NISSAN

Frontier	'22
Pathfinder	'17
Rogue Select	'15
Sentra	'19

RAM

2500	'21

RIVIAN

R1S	'23
R1T	'23

TESLA

Model X	'23

TOYOTA

Tundra	'22-23

VOLKSWAGEN

Atlas	'18, '21
ID.4	'21
Taos	'22

RECALLS

WHEN AUTOMAKERS or regulators uncover a safety concern, manufacturers announce a recall and provide a free fix through dealerships. These warnings should be taken seriously. Check for recalls when shopping for a used car because, unlike for new cars, federal law doesn't specifically ban them from being sold with "open" recalls—ones that haven't been addressed. It's a good idea to look annually for open recalls on the car you already own, too. Better yet, sign up for our free Car Recall Tracker at **CR.org/carrecalls** or by using the QR code at right.

Honda Passport

HONDA PASSPORT AND PILOT

Honda is recalling 2023-2024 Passport and 2023-2025 Pilot SUVs to fix a problem on a combined 205,760 models that increases the risk of a fire during a crash. The concern is a faulty connection between the fuel filler neck tube and fuel filler pipe—part of how fuel gets from the gas pump into the tank—that could separate during a crash. If this happens, fuel could leak and cause a fire. **What to do:** Honda dealerships will inspect and, if necessary, reconnect the parts. Consumers can call Honda at 888-234-2138. The NHTSA number for this recall is 24V900. Honda's number for this recall is OKM.

RAM HEAVY-DUTY TRUCKS

Chrysler (FCA) is recalling certain 2017–2018 Ram 2500 and 3500 pickups, and Ram 3500, 4500, and 5500 Cab Chassis trucks due to the risk of an anti-lock brake, electronic stability control, and traction control system failure. The recall involves 317,630 trucks. The problem is with the hydraulic control unit (HCU), which has been found to be susceptible to malfunction, resulting in a reduction or other change in performance for these key safety systems. **What to do:** Dealers will replace the brake HCU free of charge. Owners may call FCA customer service at 800-853-1403. The NHTSA number for this recall is 24V896. FCA's number for this recall is C4B.

REGISTER FOR CR'S FREE RECALL TRACKER

Find out if a recall has been issued for your car and register to be notified about future recalls by using this QR code to access our free Car Recall Tracker. You will be asked to provide an email address.

SPECIAL BUYING GUIDE

5 Most & Least RELIABLE

Cars, Trucks, and SUVs

▲CHEVROLET TRAVERSE

EVERY YEAR, WE GATHER DATA from you, Consumer Reports members, who tell us about the serious problems you had with your vehicles during the 12 months prior to the survey—due to expense, the time that the vehicle was being repaired, and other factors.

As our members buy more hybrids, plug-in hybrids, and electric vehicles, we're including data in the electric motor, EV battery, and EV charging categories. We first added these three trouble areas to our vehicle reliability history charts last year, and we have seen an increase in responses in those categories.

With data on over 300,000 models, we can help you find a problem-free used vehicle or give you a heads-up about costly issues that you may soon experience with your current car.

BY JONATHAN LINKOV

HOW TO READ OUR RELIABILITY CHARTS

New Model Prediction This is our projection of how reliable a 2025 model is likely to be. We determine this using the average of the same model's overall reliability ratings for the past three years, provided the model was not redesigned or significantly changed during that time. If the model was redesigned in 2023 or 2024, we might make a reliability determination based on just one or two years' worth of data. For new or redesigned models, we base our prediction on the reliability history of the previous generation, brand, and similar models. A blank indicates the model was discontinued.

Overall Reliability (Used Cars) This rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year in up to 20 trouble spots, as reported by our members. Our calculations give extra weight to the engine, major; engine, cooling; transmission, major; drive system; EV motor; and EV battery areas because they can be serious and expensive to repair.

Trouble Spots Models that score a ⌄⌄ are not necessarily unreliable, but they suffer a higher rate of problems than the average model of that same production year. Similarly, models that score a ⌃⌃ are not necessarily trouble-free, but they have relatively few issues compared with other models of the same year. Newer vehicles should have few, if any, problems, and most score all ⌃⌃. In some cases, a model may score ⌃ and ⌃⌃ in most categories, but the verdict is a ! or lower because it still has more issues cumulatively than the average model.

An empty column indicates the model wasn't sold that year; a column of asterisks (*) indicates that there is insufficient data for that year. Redesigned or newly introduced model years are noted with the model year appearing inside a gray box.

THE TROUBLE SPOTS WE CHECK

Engine, Major Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.

Engine, Cooling Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

Transmission, Major Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment.

Drive System Driveshaft or axle, CV joint, differential, transfer case, driveline vibration, traction control, electronic stability control.

Electric Motor Electric drive motor rebuild, replacement, or malfunction.

EV Battery Hybrid/electric battery replacement, hybrid/electric battery malfunction, hybrid/electric battery cooling.

EV Charging Charge connection, the onboard inverter, the charging cable/cord that came with this vehicle. (Note: Charging problems reported by members are with the vehicle, not with home or public chargers.)

Build Quality A composite of electric accessories, body hardware, paint/trim, and noises/leaks.

Fuel System Sensors (includes O_2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, filling the tank.

Electrical System Alternator, starter, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plug or wire failure, auto stop/start.

Climate System Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leaks, electrical failure, controls not on the infotainment screen.

Suspension Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system, parking brake, brake failure, regenerative braking.

In-Car Electronics Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, infotainment hardware replacement, display screen freezes or goes blank, steering wheel controls, over-the-air updates, head-up display.

Go to **CR.org/reliability** to learn more about car reliability in our FAQ.

HOW THE RATINGS ARE CALCULATED

This chart shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Auto Surveys. The information is broken down by trouble spot and expressed as a rounded percentage. The trouble-spot ratings are based on whether a particular model has more or fewer issues than the average vehicle for the same year. For example, about 1 percent of 2022 models in our survey, on average, had climate system problems. Because no 2022 BMW X5 (page 86) owners reported a problem in this trouble spot, it scores a ⌃⌃. About 1 percent of model year 2023 EVs had EV charging problems, on average. Because 4 percent of 2022 Hyundai Ioniq 5's (page 90) were reported to have a problem in this trouble spot, it scores a ⌄⌄.

Average Percent Problem Rates

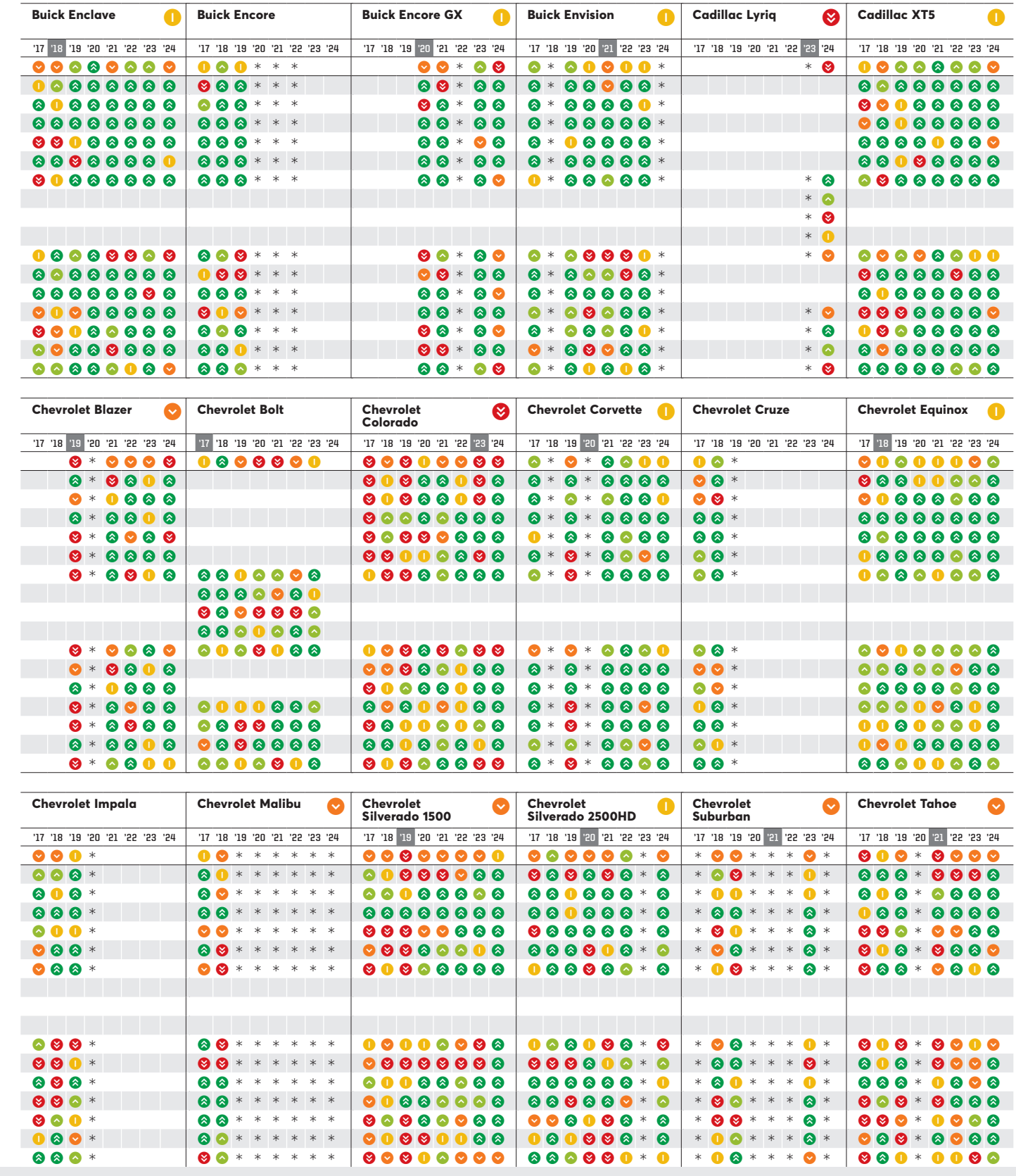
	'17	'18	'19	'20	'21	'22	'23	'24
Engine, Major	2	2	1	1	1	<1	<1	<1
Engine, Minor	1	1	1	<1	<1	<1	<1	<1
Engine, Cooling	<1	<1	<1	<1	<1	<1	<1	<1
Transmission, Major	1	1	1	1	<1	<1	<1	<1
Transmission, Minor	1	1	1	<1	<1	<1	<1	<1
Drive System	1	1	1	1	1	<1	<1	<1
Electric Motor	<1	1	1	<1	<1	<1	<1	<1
EV Battery	3	3	2	2	2	2	1	<1
EV Charging	2	2	1	2	2	1	1	<1
Build Quality	5	4	4	4	4	3	3	2
Fuel System	1	1	1	1	1	1	<1	<1
Electrical System	1	1	<1	<1	<1	<1	<1	<1
Climate System	3	2	2	1	1	1	1	<1
Suspension	2	2	1	1	1	1	<1	<1
Brakes	3	2	2	1	1	1	<1	<1
In-Car Electronics	3	3	3	3	4	3	3	2

PHOTO: CHEVROLET

New Model Prediction ▶	Acura MDX	Acura RDX	Audi A4	Audi A5	Audi Q3
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	↓ ! ↓ ↓ ↑ ↓ ↓	! ! ↑ ! ↑ ↑ ! ↑	↓ ! ↑ * ! * ↑ *	* ! ↑ * ! * ↑ *	* ↓ * ↓ ↑ * * *
Engine, Major	↑ ↓ ↓ ↓ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ! ↑ * ↑ * ↑ *	* ↓ ↑ * ↑ * ↑ *	* ↓ * ↑ ↑ * * *
Engine, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ↑ * ↑ ↑ * * *
Engine, Cooling	↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ↑ * ↑ ↑ * * *
Transmission, Major	! ↓ ↓ ↑ ↑ ↑ ↑	↓ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ↑ * ↑ ↑ * * *
Transmission, Minor	↓ ↓ ↑ ↑ ! ↑ !	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ↑ * ↑ ↑ * * *
Drive System	↓ ↑ ↓ ↑ ↑ ↑ ↓	! ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ! ↑ * ! * ↑ *	* ↑ ↑ * ! * ↑ *	* ↓ * ↑ ↑ * * *
Electric Motor					
EV Battery					
EV Charging					
Build Quality	↓ ↓ ↑ ↓ ! ↓ ↓	↑ ! ↑ ↓ ↓ ↓ ↓ ↑	↑ ↑ ↑ * ↓ * ↑ *	* ↑ ↑ * ↓ * ↑ *	* ↑ * ↓ ↑ * * *
Fuel System	↑ ↓ ↓ ↑ ↑ ↑ ↑	↑ ↑ ↓ ↓ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	* ! ↑ * ↑ * ↑ *	* ↓ * ↓ ↑ * * *
Electrical System	↑ ↑ ↓ ↓ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ↓ * ↑ ↑ * * *
Climate System	↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ !	! ↑ ↑ * ↑ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ! * ↑ ↑ * * *
Suspension	↓ ↑ ↓ ↓ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↑ * ↑ * ↑ *	* ↓ ↑ * ↑ * ↑ *	* ↓ * ↑ ↑ * * *
Brakes	↑ ! ↓ ↑ ↑ ! ↑	↑ ↓ ↑ ↑ ↓ ↑ ! ↑	! ↑ ↑ * ↑ * ↑ *	* ↑ ! * ↑ ! *	* ↑ * ↓ ↓ * * *
In-Car Electronics	↑ ↑ ↑ ↓ ! ↑ ↑	! ! ↓ ↓ ↑ ↓ ! ↑	↑ ↑ ↑ * ↓ * ↑ *	* ↑ ↑ * ↑ * ↑ *	* ↓ * ↓ ↑ * * *

New Model Prediction ▶	Audi Q5	Audi Q7	BMW 3 Series	BMW 4 Series	BMW 5 Series
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	↓ ↓ ↑ ! ↓ ↓ ↓ ↓	↓ ↓ ↓ * ↓ * ↑ *	! ↓ ↓ ! ↑ ↑ ! ↓	* ↑ ↑ * * * * ↑	* ↓ ↓ * ↑ ↓ * *
Engine, Major	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↓ * ↓ * ↑ *	↑ ↑ ↑ ↓ ↑ ↑ ↑ ↑	* ↓ ↑ * * * * ↑	* ↓ ↓ * ↑ ↑ * *
Engine, Minor	↓ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↓ * ↑ * ↑ *	↓ ! ↓ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ * * * * ↑	* ↑ ↑ * ↑ ↑ * *
Engine, Cooling	↓ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	↑ ↑ ↓ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ * * * * ↑	* ↑ ↑ * ↑ ↑ * *
Transmission, Major	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ * * * * ↑	* ↑ ↑ * ↑ ↑ * *
Transmission, Minor	↑ ! ↑ ↑ ↑ ↑ ↑ ↓	↑ ↓ ↑ * ↑ * ↑ *	↑ ↑ ↑ ↑ ↓ ↑ ↑ ↑	* ↑ ↑ * * * * ↑	* ↑ ↑ * ↑ ↓ * *
Drive System	↓ ↓ ! ↓ ↓ ↑ ↓ ↑	↓ ↑ ↑ * ↑ * ↓ *	! ↓ ↑ ↑ ↑ ↑ ! ↓	* ↑ ↑ * * * * ↑	* ! ↑ * ↑ ↑ * *
Electric Motor					
EV Battery					
EV Charging					
Build Quality	↑ ↓ ! ↑ ! ↓ ↑ ↓	↓ ↓ ↓ * ↓ * ↑ *	↑ ↓ ↓ ↓ ! ! ↑ ↓	* ! ↓ * * * * ↑	* ↓ ↓ * ↓ ↓ * *
Fuel System	! ↑ ↑ ↑ ↑ ↓ ↑ ↑	↓ ! ↑ * ! * ↑ *	↓ ↑ ↓ ↑ ↑ ↑ ! ↑	* ↑ ↑ * * * * ↑	* ↓ ↑ * ↑ ↑ * *
Electrical System	↑ ! ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ * ↑ *	↓ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ * * * * ↑	* ↑ ↑ * ↑ ↑ * *
Climate System	↑ ! ↑ ↑ ↓ ↑ ↑ ↑	↓ ↓ ↓ * ↓ * ↑ *	↑ ↓ ↓ ↓ ↑ ↑ ↑ ↓	* ↑ ↑ * * * * ↑	* ↓ ↓ * ↑ ↑ * *
Suspension	↓ ↓ ↑ ↓ ↓ ↑ ↑ ↑	↓ ↓ ↑ * ↓ * ↑ *	↑ ↓ ↑ ↑ ↑ ↑ ↓ ↑	* ↓ ↑ * * * * ↑	* ↑ ↑ * ↑ ↑ * *
Brakes	! ↑ ↑ ↑ ↑ ↑ ↓ ↑	↓ ↓ ↑ * ↑ * ↑ *	↑ ↑ ↓ ↓ ↑ ↑ ↑ ↑	* ↑ ↑ * * * * ↑	* ! ↓ * ↑ ↓ * *
In-Car Electronics	↑ ! ↑ ↑ ! ↓ ! ↓	↓ ↑ ↑ * ↓ * ↓ *	↑ ↑ ↑ ↑ ! ↑ ! ↑	* ↓ ↑ * * * * !	* ↑ ↑ * ↑ ↓ * *

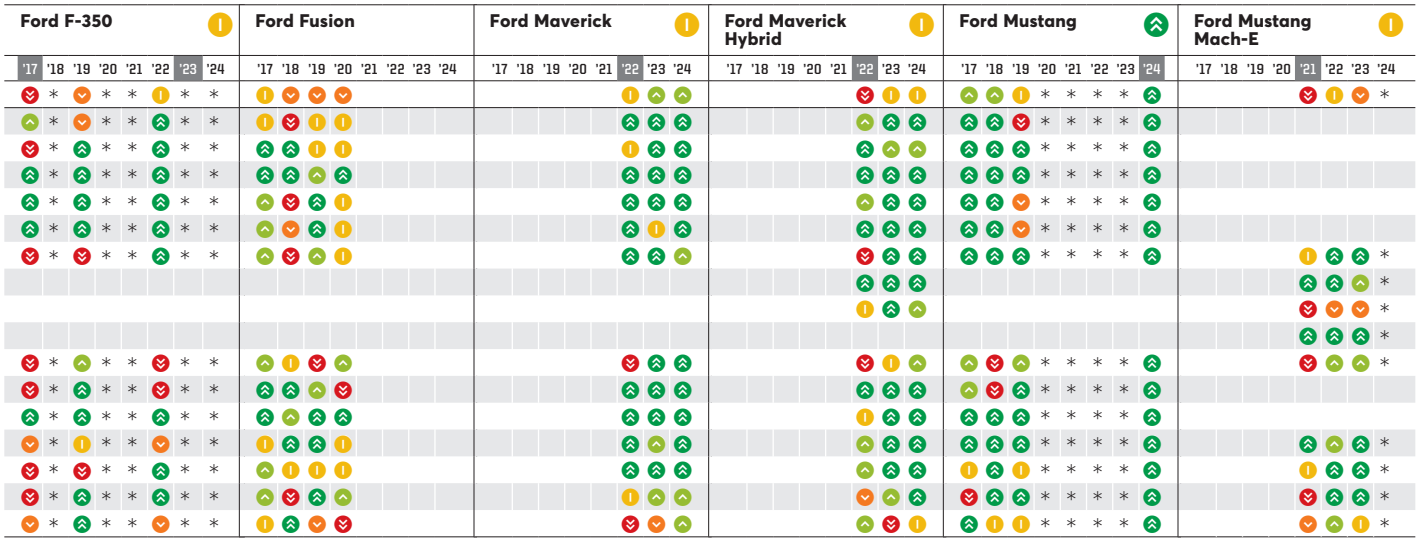
New Model Prediction ▶	BMW i4	BMW iX	BMW X3	BMW X5	BMW X5 PHEV
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	* ↑ ↑	* ↓ ↓	! ↓ ! ! ↑ ↑ ↑ ↑	! ↓ ↓ ↓ ↓ ↑ ↑ !	* ↓ ↑ ↓
Engine, Major			↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ! ↓ ! ↓ ↑ ↑ ↑	* ↑ ↑ ↓
Engine, Minor			! ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ! ↑ ↑ ↑ ↑ ↑	* ↑ ↑ ↑
Engine, Cooling			↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ! ↑ ↑ ↑ ↑	* ↑ ↑ ↑
Transmission, Major			↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ ↑
Transmission, Minor			↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ ↑
Drive System	* ↑ ↑	* ! ↑	↑ ↓ ↑ ! ! ↑ ↑ ↑	↑ ↓ ↑ ↓ ↓ ↑ ↑ ↑	* ! ↑ !
Electric Motor	* ↑ ↑	* ↓ ↑			* ↑ ↑ !
EV Battery	* ↑ ↑	* ↓ ↑			* ↑ ↓ ↓
EV Charging	* ↑ ↑	* ↑ ↑			* ↑ ↑ ↓
Build Quality	* ↑ ↑	* ↓ !	! ↓ ! ! ↑ ↑ ↑ ↑	↑ ↓ ↓ ↑ ↑ ↑ ↑ ↑	* ↓ ↑ ↑
Fuel System			↓ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* ↑ ↑ ↑
Electrical System			↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↓ ! ! ↑ ↑ ↑ ↑	* ↑ ↑ ↑
Climate System	* ↑ ↑	* ↓ ↑	↑ ↓ ↓ ↓ ↑ ↓ ↑ ↑	↑ ↓ ! ↓ ↓ ↑ ↑ ↑	* ↑ ↑ ↑
Suspension	* ↑ ↑	* ↑ ↑	↓ ↑ ! ↑ ↑ ↑ ↑ ↑	↓ ↓ ↑ ↓ ↓ ↑ ↑ ↑	* ↓ ↑ ↑
Brakes	* ↑ ↑	* ↑ ↑	! ! ↓ ↓ ↓ ↑ ↑ ↑	! ↑ ↓ ↓ ! ↑ ↑ ↓	* ! ↑ ↑
In-Car Electronics	* ↑ ↑	* ↓ ↓	↑ ↑ ↑ ! ! ! ↑ !	↓ ↓ ↓ ↓ ↓ ! ↑ ↓	* ↑ ↑ !

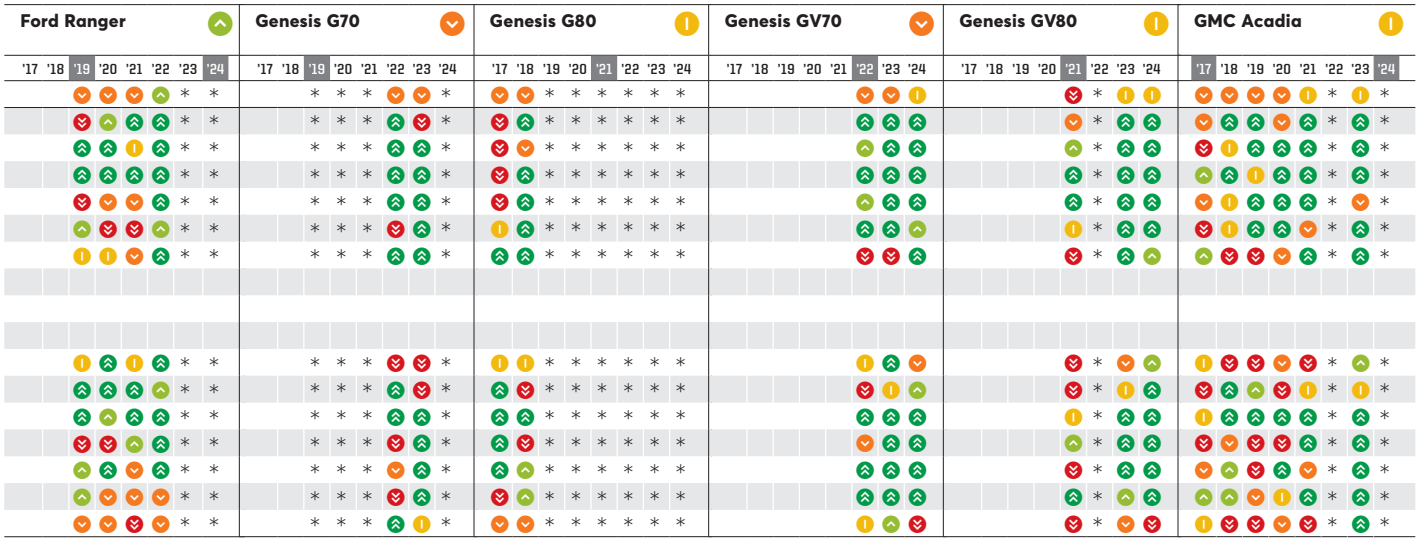

Buick Enclave
Buick Encore
Buick Encore GX
Buick Envision
Cadillac Lyriq
Cadillac XT5
Chevrolet Blazer
Chevrolet Bolt
Chevrolet Colorado
Chevrolet Corvette
Chevrolet Cruze
Chevrolet Equinox
Chevrolet Impala
Chevrolet Malibu
Chevrolet Silverado 1500
Chevrolet Silverado 2500HD
Chevrolet Suburban
Chevrolet Tahoe
'17 '18 '19 '20 '21 '22 '23 '24
WORSE
BETTER

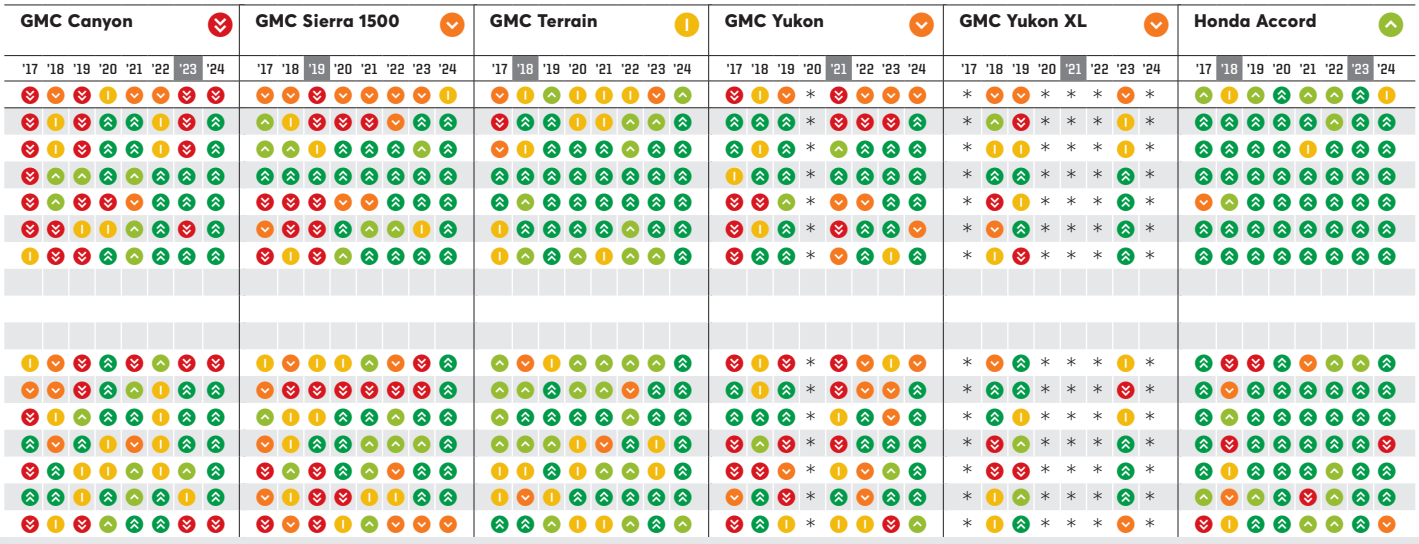
New Model Prediction ▶	Chevrolet Trailblazer	Chevrolet Traverse	Chrysler Pacifica	Chrysler Pacifica PHEV	Ford Bronco
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Engine, Major	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Engine, Minor	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Engine, Cooling	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Transmission, Major	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Transmission, Minor	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Drive System	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Electric Motor				* * * * * * *	
EV Battery				* * * * * * *	
EV Charging				* * * * * * *	
Build Quality	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Fuel System	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Electrical System	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Climate System	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Suspension	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
Brakes	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *
In-Car Electronics	* * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *	* * * * * * * *

New Model Prediction ▶	Ford Bronco Sport	Ford Edge	Ford Escape	Ford Escape Hybrid	Ford Expedition
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Electric Motor					
EV Battery					
EV Charging					
Build Quality					
Fuel System					
Electrical System					
Climate System					
Suspension					
Brakes					
In-Car Electronics					

New Model Prediction ▶	Ford Explorer	Ford F-150	Ford F-150 Hybrid	Ford F-150 Lightning	Ford F-250
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Electric Motor					
EV Battery					
EV Charging					
Build Quality					
Fuel System					
Electrical System					
Climate System					
Suspension					
Brakes					
In-Car Electronics					





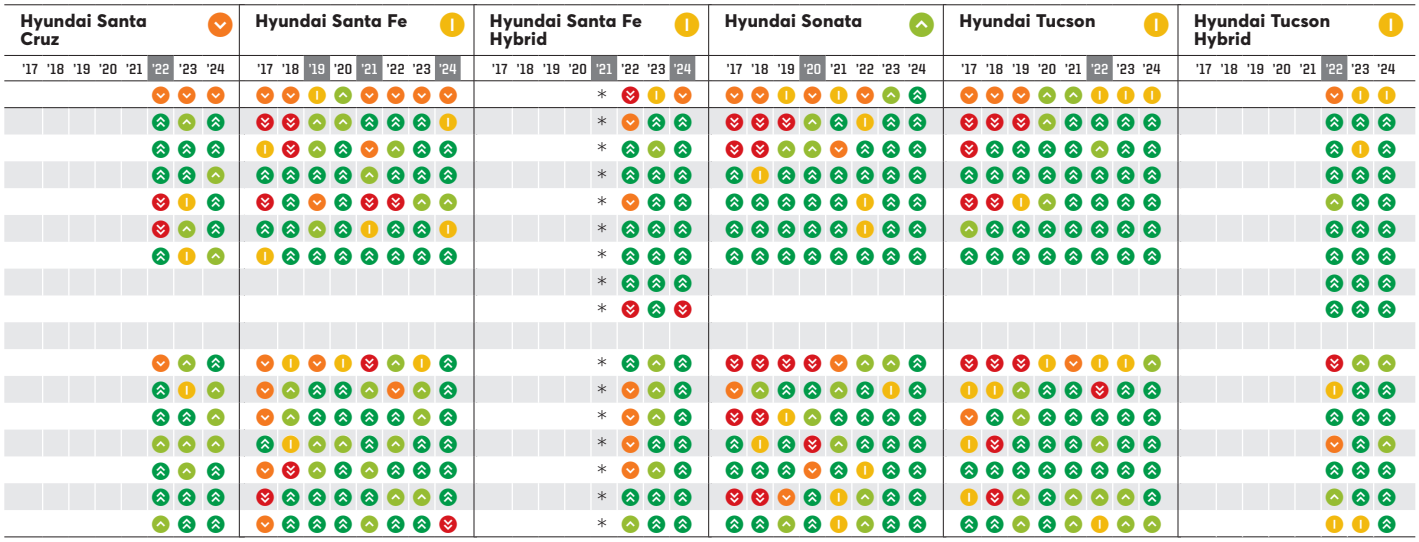


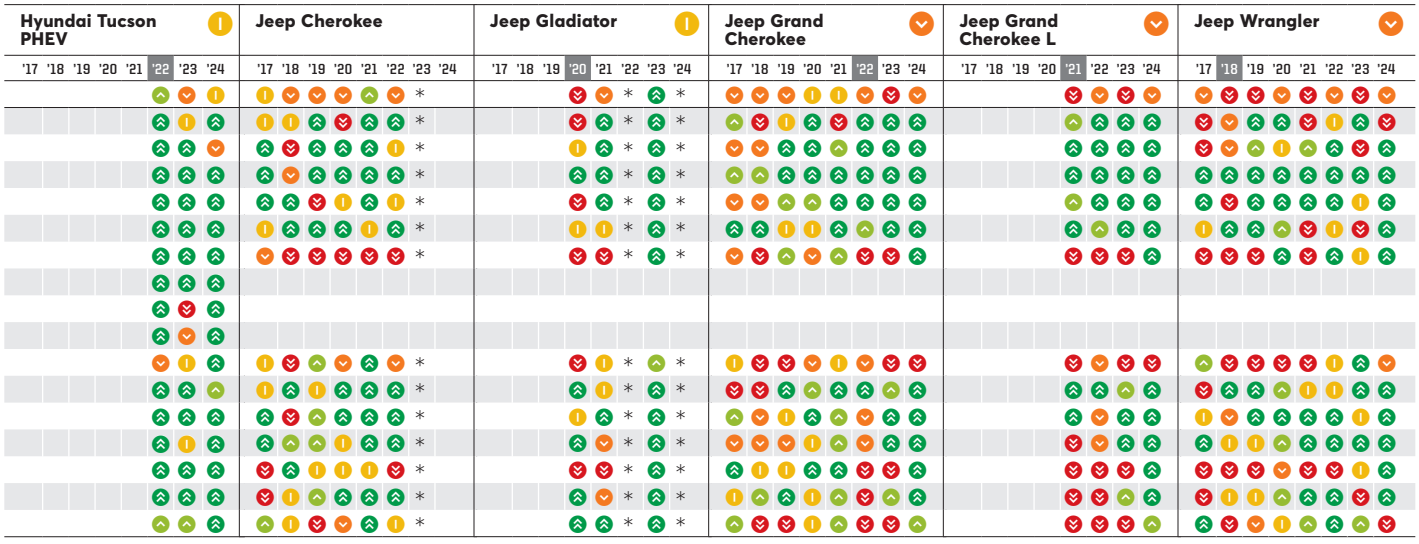
WORSE — BETTER

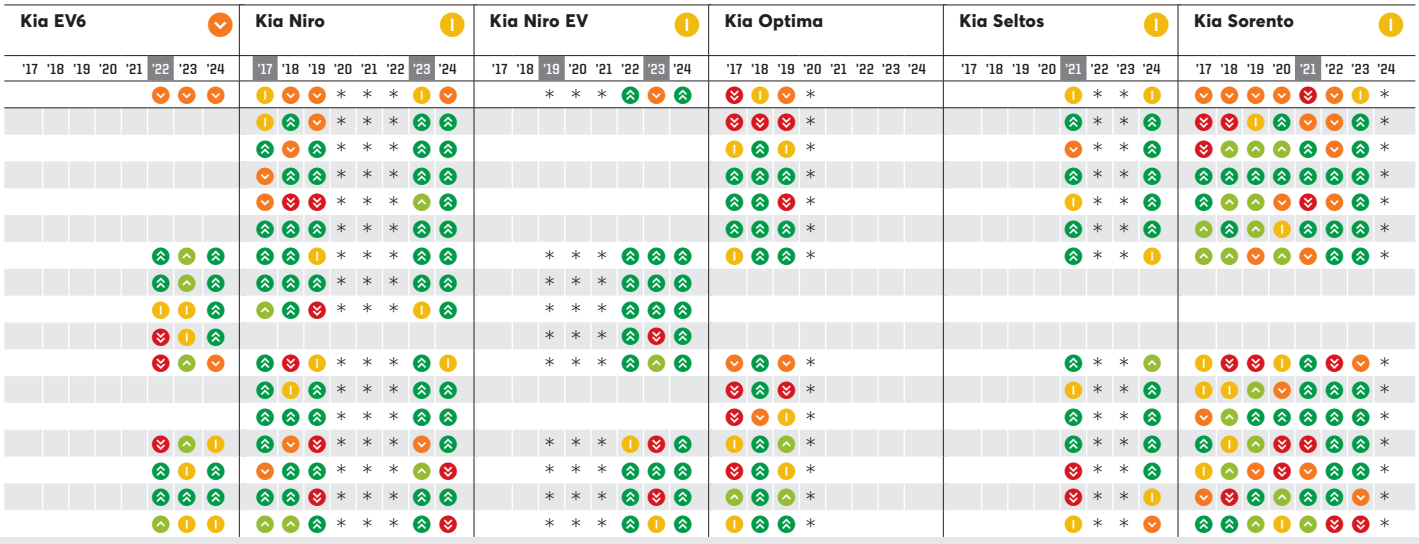
New Model Prediction ▶	Honda Accord Hybrid	Honda Civic	Honda CR-V	Honda CR-V Hybrid	Honda Fit
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Electric Motor					
EV Battery					
EV Charging					
Build Quality					
Fuel System					
Electrical System					
Climate System					
Suspension					
Brakes					
In-Car Electronics					

New Model Prediction ▶	Honda HR-V	Honda Odyssey	Honda Passport	Honda Pilot	Honda Ridgeline
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Electric Motor					
EV Battery					
EV Charging					
Build Quality					
Fuel System					
Electrical System					
Climate System					
Suspension					
Brakes					
In-Car Electronics					

New Model Prediction ▶	Hyundai Elantra	Hyundai Ioniq 5	Hyundai Ioniq 6	Hyundai Kona	Hyundai Palisade
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability					
Engine, Major					
Engine, Minor					
Engine, Cooling					
Transmission, Major					
Transmission, Minor					
Drive System					
Electric Motor					
EV Battery					
EV Charging					
Build Quality					
Fuel System					
Electrical System					
Climate System					
Suspension					
Brakes					
In-Car Electronics					





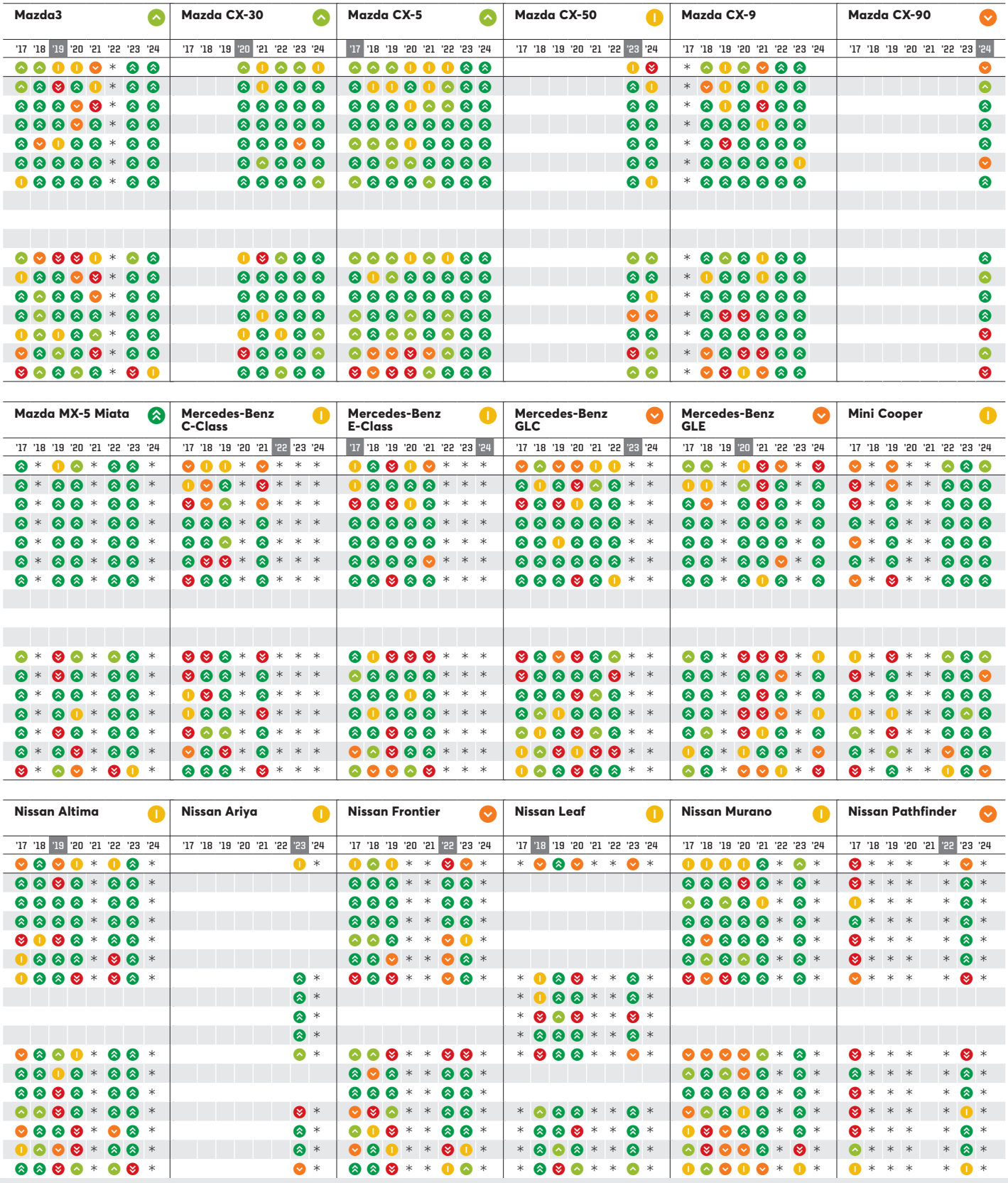


WORSE — BETTER

New Model Prediction ▶	Kia Soul	Kia Sportage	Kia Sportage Hybrid	Kia Sportage PHEV	Kia Telluride
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	! ↓ ! ↓ ! ! ↑ ↓	↓ ! ! ↑ ↑ ↑ ! ↑	↑ ↓	↓ ↑	↓ ! ! ↓ ↓
Engine, Major	↓ ↓ ↑ ↓ ! ↓ ↑ ↑	↓ ↓ ↓ ↑ ↑ ↑ ↑ ↑	↑ ↑	↑ ↑	↓ ↑ ↑ ↑ ↑
Engine, Minor	! ↓ ↑ ↑ ↓ ↑ ↑ ↑	↓ ↑ ↑ ↑ ! ↑ ↑ ↑	↑ ↑	↑ ↑	↑ ↑ ↑ ↑ ↑
Engine, Cooling	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑	↑ ↑	↑ ↑ ↑ ↑ ↑
Transmission, Major	↑ ! ↓ ↓ ↑ ↑ ↑ ↑	↑ ! ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑	↑ ↑	↑ ↑ ↑ ↑ ↑
Transmission, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ ↑ ! ↑ ↑ ↑	↑ ↑	↑ ↑	↑ ↑ ↑ ↑ ↑
Drive System	↑ ↑ ! ↑ ↑ ↑ ↑ ↑	↑ ↑ ↓ ↑ ↑ ↑ ↑ ↑	↑ ↑	↑ ↑	↓ ↑ ↑ ↑ ↑
Electric Motor			↑ ↑	↓ ↑	
EV Battery			↑ ↓	↓ ↑	
EV Charging				↓ ↑	
Build Quality	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↓	↓ ↓ ! ↑ ↑ ! ↑ ↑	↑ ↓	↓ ↑	↓ ↓ ! ↓ ↑
Fuel System	↑ ↑ ↓ ↑ ↓ ↑ ↑ ↑	↑ ! ↑ ! ↑ ↑ ↑ ↑	↑ ↑	! ↑	↑ ↑ ↑ ↑ ↑
Electrical System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ! ↑ ! ↑ ↑ ↑	↑ ↑	↑ ↑	↑ ↑ ↑ ↑ ↑
Climate System	! ↑ ↑ ! ↑ ↑ ↑ ↑	↓ ↓ ↑ ↑ ↑ ↓ ↑ ↑	! ↑	↓ ↑	↑ ↑ ↓ ! ↑
Suspension	↑ ↑ ! ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	! ↑	↑ ↑	↓ ! ↑ ↑ ↑
Brakes	↑ ↓ ! ! ↓ ↓ ! ↑	↑ ! ↓ ↑ ↑ ↑ ↑ ↑	↑ ↑	↑ ↑	! ↑ ↑ ↓ ↑
In-Car Electronics	↑ ↑ ↑ ↓ ↑ ↑ ↓ ↓	! ↑ ↑ ↑ ↑ ! ! ↑	! ↑	↓ ↑	↓ ↑ ! ↑ ↑

New Model Prediction ▶	Lexus ES	Lexus ES Hybrid	Lexus GX	Lexus NX	Lexus NX Hybrid
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	↑ ↑ ↑ ↑ ↑ ↑ ↑ !	* * ↑ * ↑ ! ↑ !	* * ↑ * ↑ ↑ ! *	↑ ↑ ↑ ↑ ↑ ↑ ! ↑	* * * ↑ ↑ ↓ ↑ ↑
Engine, Major	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ! * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	↑ ↓ ↓ ↓ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Engine, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	! ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Engine, Cooling	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	! ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Transmission, Major	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Transmission, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↓ * ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ! ↑
Drive System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↓ * ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↑ ! ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Electric Motor		* * ↑ * ↑ ↑ ↑ ↑			* * * ↑ ↑ ↑ ↑ ↑
EV Battery		* * ↑ * ↑ ↓ ↑ ↑			* * * ↑ ↑ ! ↑ ↑
EV Charging					
Build Quality	↑ ↑ ! ↑ ↑ ! ↑ ↑	* * ↑ * ↓ ! ↑ ↑	* * ↑ * ↑ ↑ ↓ *	↑ ↑ ! ↑ ↑ ! ↓ ↑	* * * ↑ ↑ ↓ ↑ ↑
Fuel System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Electrical System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Climate System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↓	* * ↑ * ↑ ↑ ↑ ↑	* * ! * ↑ ↑ ↓ *	↑ ↑ ↑ ! ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Suspension	! ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↓ * ↑ ↓ ↑ *	↑ ! ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
Brakes	↑ ↑ ↑ ↓ ↓ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ ↑	* * ↑ * ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * ↑ ↑ ↑ ↑ ↑
In-Car Electronics	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↓	* * ! * ↓ ↑ ↑ ↑	* * ↑ * ↑ ! ↑ *	↑ ↑ ↓ ↑ ↑ ↓ ↓ ↓	* * * ↑ ↑ ↓ ↑ ↑

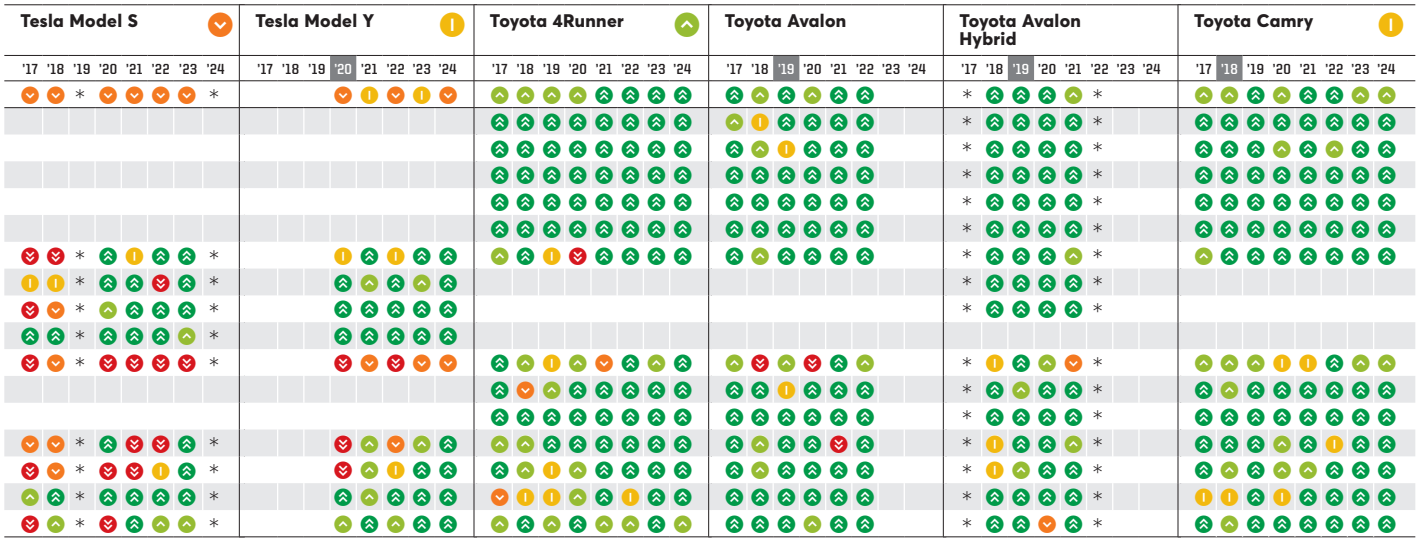
New Model Prediction ▶	Lexus RX	Lexus RX Hybrid	Lincoln Corsair	Lincoln MKZ	Lincoln Nautilus
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	↑ ↑ ↑ ↑ ↑ ↑ ! ↓	↑ ! ↑ ↑ ↑ ↑ ↓ ↑	↓ ↑ ↓ ↓ *	↑ ↓ ↓ ↓	↓ ↑ * ↓ ↑ *
Engine, Major	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ! ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ! *	↑ ! ↓ ↓	↓ ↑ * ↓ ↑ *
Engine, Minor	! ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ *	↑ ↑ ↑ ↑	↓ ↑ * ↑ ↑ *
Engine, Cooling	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ *	↑ ↑ ↑ ↑	↓ ↑ * ↑ ↑ *
Transmission, Major	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ ↑ *	↑ ↓ ↑ ↑	↓ ↑ * ↑ ↑ *
Transmission, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑ !	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ *	↓ ↑ ↑ ↑	↑ ↑ * ↑ ↑ *
Drive System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↓ ↓ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↓ ↑ *	↑ ↑ ↓ ↑	↓ ↑ * ↑ ↑ *
Electric Motor		↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑			
EV Battery		↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑			
EV Charging					
Build Quality	↑ ! ↑ ↑ ↑ ↑ ! ↑	↑ ↑ ! ↑ ↑ ↑ ↓ ↑	↓ ↑ ↓ ↓ *	↑ ↓ ↓ ↓	↓ ↑ * ↓ ↓ *
Fuel System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ ↑ *	↑ ↑ ↓ ↓	↓ ↑ * ↑ ↑ *
Electrical System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ *	↑ ↑ ↑ ↑	↑ ↑ * ↓ ↑ *
Climate System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↓ ↑	↑ ↑ ↑ ↑ *	↑ ↑ ↑ ↑	↑ ↑ * ↓ ↑ *
Suspension	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↓ ↑ ! ↑ ↑ ↑	↑ ↑ ↑ ↑ *	↑ ↓ ↑ !	↓ ↑ * ↑ ↑ *
Brakes	↑ ↑ ↑ ! ↑ ↑ ! ↑	↑ ↑ ! ↓ ↓ ↓ ↑ ↑	↓ ↑ ↑ ↑ *	↑ ↑ ↑ ↑	↑ ↑ * ↑ ↑ *
In-Car Electronics	↑ ↑ ↑ ↑ ↑ ↑ ! !	↑ ↓ ↑ ↑ ↑ ↑ ! ↑	↓ ↑ ! ↓ *	↑ ↓ ↓ !	↓ ↑ * ! ↓ *

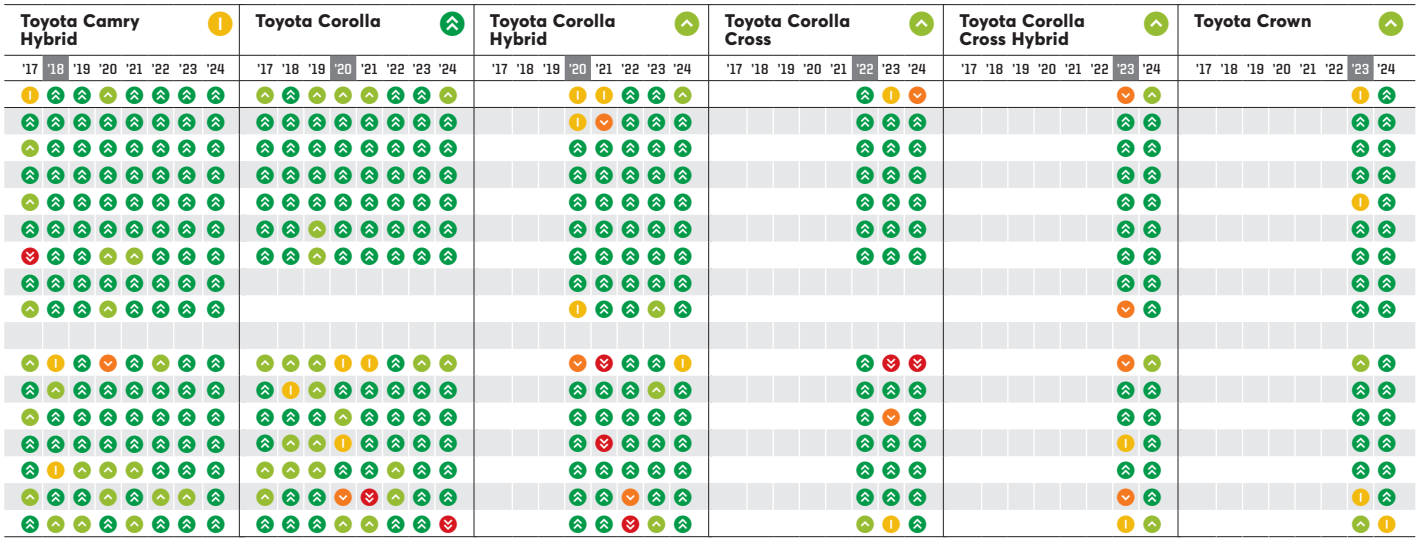

Mazda3
Mazda CX-30
Mazda CX-5
Mazda CX-50
Mazda CX-9
Mazda CX-90
Mazda MX-5 Miata
Mercedes-Benz C-Class
Mercedes-Benz E-Class
Mercedes-Benz GLC
Mercedes-Benz GLE
Mini Cooper
Nissan Altima
Nissan Ariya
Nissan Frontier
Nissan Leaf
Nissan Murano
Nissan Pathfinder
'17 '18 '19 '20 '21 '22 '23 '24
WORSE
BETTER

New Model Prediction ▶	Nissan Rogue								Nissan Rogue Sport								Porsche Macan								Ram 1500								Ram 2500							
	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24
Overall Reliability																																								
Engine, Major																																								
Engine, Minor																																								
Engine, Cooling																																								
Transmission, Major																																								
Transmission, Minor																																								
Drive System																																								
Electric Motor																																								
EV Battery																																								
EV Charging																																								
Build Quality																																								
Fuel System																																								
Electrical System																																								
Climate System																																								
Suspension																																								
Brakes																																								
In-Car Electronics																																								

New Model Prediction ▶	Rivian R1S								Rivian R1T								Subaru Ascent								Subaru Crosstrek								Subaru Forester							
	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24
Overall Reliability																																								
Engine, Major																																								
Engine, Minor																																								
Engine, Cooling																																								
Transmission, Major																																								
Transmission, Minor																																								
Drive System																																								
Electric Motor																																								
EV Battery																																								
EV Charging																																								
Build Quality																																								
Fuel System																																								
Electrical System																																								
Climate System																																								
Suspension																																								
Brakes																																								
In-Car Electronics																																								

New Model Prediction ▶	Subaru Impreza								Subaru Legacy								Subaru Outback								Subaru Solterra								Tesla Model 3							
	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24	'17	'18	'19	'20	'21	'22	'23	'24
Overall Reliability																																								
Engine, Major																																								
Engine, Minor																																								
Engine, Cooling																																								
Transmission, Major																																								
Transmission, Minor																																								
Drive System																																								
Electric Motor																																								
EV Battery																																								
EV Charging																																								
Build Quality																																								
Fuel System																																								
Electrical System																																								
Climate System																																								
Suspension																																								
Brakes																																								
In-Car Electronics																																								





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New Model Prediction ▶	Toyota RAV4 Hybrid	Toyota RAV4 Prime	Toyota Sienna	Toyota Tacoma	Toyota Tundra
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	⇈ ↑ ↑ ! ↑ ↑ ⇈ ⇈	! ↑ ↑ ↑ ↑ ! ! ↑	! ↑ ! ↑ ↑ ! ! ↑	↑ ↑ ↑ ⇈ ⇈ ↑ ↑ ↓	↑ ↑ ↑ ⇈ ↑ ↓ ↓ ↑
Engine, Major	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ⇈ ⇈ ⇈ ↑ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ↓ ↑ ⇈
Engine, Minor	⇈ ⇈ ⇈ ⇈ ↑ ⇈ ⇈ ⇈	↑ ⇈ ! ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ↑ ⇈ ⇈ ⇈
Engine, Cooling	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈
Transmission, Major	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ⇈ ⇈ ⇈ ↑ ⇈ !	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈
Transmission, Minor	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ↓ ⇈ ⇈ ⇈ ⇈ ↑	⇈ ⇈ ⇈ ⇈ ⇈ ↓ ↑ ⇈
Drive System	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ! ↓ ⇈ ⇈ ⇈ ↑ ⇈	! ↑ ! ⇈ ⇈ ↓ ⇈ ⇈
Electric Motor	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈		
EV Battery	⇈ ⇈ ⇈ ↑ ⇈ ↑ ⇈ ⇈	⇈ ↑ ⇈ ⇈ ⇈ ↑ ⇈ ⇈	⇈ ↑ ⇈ ⇈		
EV Charging		! ⇈ ⇈ ⇈			
Build Quality	↑ ↑ ! ↓ ↑ ↑ ⇈ ⇈	↑ ! ⇈ ⇈ ⇈ ⇈ ⇈	! ↑ ↓ ↑ ↓ ↓ ↓ ↑	↑ ! ↑ ! ⇈ ⇈ ↑ ↑	⇈ ↓ ⇈ ↓ ⇈ ↓ ↓ ⇈
Fuel System	⇈ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ⇈ ! ⇈ ⇈ ⇈ ⇈	⇈ ! ! ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ↑ ⇈ ⇈ ↑ ↓ ⇈
Electrical System	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ! ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ ↑ ⇈ ⇈ ⇈
Climate System	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	! ↑ ↑ ⇈ ↓ ↓ ⇈ ⇈	⇈ ! ↑ ⇈ ⇈ ⇈ ⇈ ⇈	↑ ↑ ↑ ⇈ ⇈ ! ⇈ ↑
Suspension	⇈ ! ⇈ ↑ ↑ ⇈ ⇈ ⇈	⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	! ⇈ ⇈ ↓ ⇈ ⇈ ⇈ ⇈	! ! ! ⇈ ⇈ ⇈ ↑ !	↑ ⇈ ↓ ⇈ ⇈ ↑ ↑ ⇈
Brakes	↑ ↑ ↑ ↑ ↑ ! ⇈ ⇈	! ↑ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	↓ ⇈ ↓ ⇈ ! ↓ ⇈ !	↑ ↑ ⇈ ⇈ ! ⇈ ⇈ ↑	↓ ↓ ⇈ ↑ ↑ ↓ ↓ ↑
In-Car Electronics	⇈ ↑ ! ↑ ⇈ ↑ ! !	⇈ ⇈ ⇈ ⇈ ⇈ ↑ ↑ ↑	⇈ ⇈ ⇈ ⇈ ⇈ ↑ ↑ ⇈	⇈ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ↑ ⇈ ⇈ ! ! !

New Model Prediction ▶	Toyota Venza	Volkswagen Atlas	Volkswagen ID.4	Volkswagen Jetta	Volkswagen Taos
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	⇈ ↑ ↑ ↑	↓ ↓ * ↓ * * *	↓ ↓ ↓ *	! * ↓ * * * * *	↓ * *
Engine, Major	⇈ ⇈ ⇈ ⇈	↓ ↓ * ↓ * * *		⇈ * ! * * * * *	↓ * *
Engine, Minor	⇈ ⇈ ⇈ ⇈	↑ ↓ * ↓ * * *		⇈ * ↓ * * * * *	⇈ * *
Engine, Cooling	⇈ ⇈ ⇈ ⇈	↓ ↓ * ! * * *		⇈ * ⇈ * * * * *	⇈ * *
Transmission, Major	⇈ ⇈ ⇈ ⇈	↑ ⇈ * ⇈ * * *		↓ * ↓ * * * * *	⇈ * *
Transmission, Minor	⇈ ⇈ ⇈ ⇈	⇈ ↓ * ! * * *		⇈ * ⇈ * * * * *	⇈ * *
Drive System	⇈ ⇈ ⇈ ⇈	↓ ⇈ * ↓ * * *	↓ ↓ ↑ *	↑ * ⇈ * * * * *	⇈ * *
Electric Motor	⇈ ⇈ ⇈ ⇈		↑ ⇈ ⇈ *		
EV Battery	⇈ ⇈ ⇈ ⇈		↓ ↓ ⇈ *		
EV Charging			↓ ↓ ↑ *		
Build Quality	↑ ! ↑ ⇈	↓ ↓ * ↓ * * *	↓ ↑ ↓ *	! * ↓ * * * * *	! * *
Fuel System	⇈ ⇈ ⇈ ⇈	↓ ↓ * ↓ * * *		↓ * ↓ * * * * *	⇈ * *
Electrical System	⇈ ⇈ ⇈ ⇈	↓ ⇈ * ↓ * * *		↑ * ⇈ * * * * *	⇈ * *
Climate System	⇈ ⇈ ⇈ ↓	↓ ↓ * ↓ * * *	⇈ ⇈ ↓ *	⇈ * ↓ * * * * *	⇈ * *
Suspension	⇈ ⇈ ↑ ⇈	↓ ! * ⇈ * * *	↓ ⇈ ! *	! * ⇈ * * * * *	! * *
Brakes	⇈ ⇈ ! ⇈	↓ ↓ * ⇈ * * *	⇈ ↓ ⇈ *	! * ↓ * * * * *	↓ * *
In-Car Electronics	⇈ ⇈ ↓ ↓	↓ ! * ↓ * * *	↓ ↓ ↓ *	↓ * ! * * * * *	↓ * *

New Model Prediction ▶	Volkswagen Tiguan	Volvo S60/V60	Volvo XC40	Volvo XC60	Volvo XC60 PHEV
	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24	'17 '18 '19 '20 '21 '22 '23 '24
Overall Reliability	↓ ↓ ↓ ↓ ↓ ↑ ↓ ↑	↑ ↓ ↓ ↓ * * * *	↑ ↑ ⇈ * ↓ *	! ↑ ↓ ↑ ↑ ↓ ↓ !	↓ ↓ !
Engine, Major	↓ ! ↓ ! ! ⇈ ↓ ⇈	↓ ⇈ ⇈ ⇈ * * * *	↓ ⇈ ⇈ * ⇈ *	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ↑ ⇈	⇈ ↑ ⇈
Engine, Minor	⇈ ↓ ! ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ! ⇈ * * * *	⇈ ! ⇈ * ⇈ *	⇈ ↑ ⇈ ! ⇈ ⇈ ⇈ ↑	⇈ ⇈ ↑
Engine, Cooling	⇈ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈ ⇈ * * * *	⇈ ! ⇈ * ⇈ *	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈
Transmission, Major	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ↓ ⇈ ⇈ * * * *	⇈ ⇈ ⇈ * ⇈ *	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈
Transmission, Minor	⇈ ↑ ↓ ⇈ ! ⇈ ⇈ ⇈	! ⇈ ⇈ ⇈ * * * *	⇈ ⇈ ⇈ * ⇈ *	! ! ⇈ ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈
Drive System	⇈ ↑ ↑ ! ⇈ ⇈ ↓ ⇈	⇈ ⇈ ! ↓ * * * *	⇈ ⇈ ⇈ * ↓ *	↓ ⇈ ⇈ ⇈ ⇈ ! ⇈ ⇈	! ⇈ ⇈
Electric Motor					⇈ ⇈ ⇈
EV Battery					⇈ ⇈ ⇈
EV Charging					⇈ ↓ ⇈
Build Quality	⇈ ↓ ↓ ↓ ↑ ↓ !	⇈ ↓ ↓ ! * * * *	↓ ⇈ ! * ↑ *	↑ ↑ ↑ ⇈ ↑ ↓ ↓ !	↓ ↓ !
Fuel System	↓ ↓ ↓ ! ⇈ ↑ ↓ ⇈	⇈ ⇈ ! ⇈ * * * *	⇈ ⇈ ⇈ * ⇈ *	↓ ⇈ ! ⇈ ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ⇈
Electrical System	⇈ ⇈ ↑ ⇈ ⇈ ⇈ ⇈ ⇈	! ⇈ ⇈ ⇈ * * * *	↓ ⇈ ⇈ * ⇈ *	⇈ ⇈ ⇈ ⇈ ⇈ ⇈ ↑ ⇈	⇈ ↑ ⇈
Climate System	↑ ↑ ! ↓ ↓ ! ⇈ ⇈	⇈ ↓ ⇈ ↓ * * * *	⇈ ⇈ ⇈ * ↓ *	↓ ↓ ↓ ↓ ↓ ↓ ⇈ ⇈	↓ ⇈ ⇈
Suspension	⇈ ↓ ↑ ! ⇈ ⇈ ⇈ ⇈	⇈ ⇈ ! ↓ * * * *	⇈ ⇈ ⇈ * ↓ *	↑ ↑ ! ⇈ ⇈ ! ↑ ⇈	! ↑ ⇈
Brakes	↓ ↓ ! ↓ ↓ ! ⇈ ⇈	! ↓ ↓ ↓ * * * *	↑ ⇈ ⇈ * ↓ *	↓ ! ↓ ↓ ! ⇈ ⇈ ⇈	⇈ ⇈ ⇈
In-Car Electronics	↓ ↑ ↓ ↓ ↓ ↓ ↓ ⇈	↑ ↑ ↓ ↓ * * * *	↑ ↑ ↓ * ! *	↓ ↓ ↑ ↑ ! ↓ ↓ ↓	↓ ↓ ↓

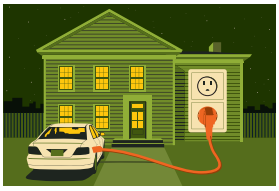
WORSE ↓ ! ↑ ⇈ BETTER

2025 EDITION

New Car Lingo to Learn

It can be hard to keep up with all the latest techy car terms. Here's a quick vocabulary lesson.

BY MIKE MONTICELLO AND BEN PRESTON



V2H Vehicle-to-Home

Electric cars with this capability can send power from onboard batteries to your house during a blackout. No more spoiled food or cold showers when the power goes out (unless you forget to charge your car).

LAUNCH CONTROL

No, this isn't a feature invented to rocket your car to Mars. It's a setting in some high-performance models—like the Chevrolet Corvette and Ford Mustang—that optimizes power and traction to deliver blistering acceleration from a dead stop.

VOICE ASSISTANT

This won't take dictation or make you a cup of coffee, but many new cars have technology that will tell you the weather forecast, provide directions, play your favorite music, and even turn on the heated seats. All you have to do is ask the car.

AMBIENT LIGHTING

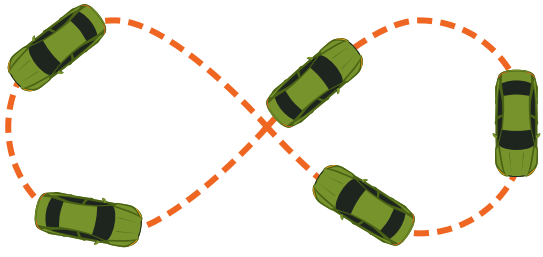
Many luxury cars and a handful of mainstream models have LED accent lights in the doors, dashboards, footwells, and even cup holders that you can customize with dozens of color and brightness options to suit your mood—or create one.

MASSAGING SEATS

Some luxury cars—like the BMW 5 Series and the Lincoln Navigator—have pampering seats designed to massage your back with air-filled pouches embedded in the upholstery. What's next—a shave and a haircut?

REAR-WHEEL STEERING

Sort of like the second driver steering the back of a long fire truck, this feature automatically turns the rear wheels slightly for tighter turns and easier parking maneuvers.



HANDS-FREE DRIVING

You can't buy a driverless vehicle just yet, but some cars can take over the steering, acceleration, and braking long enough to let you open a package of peanuts or a can of soda.

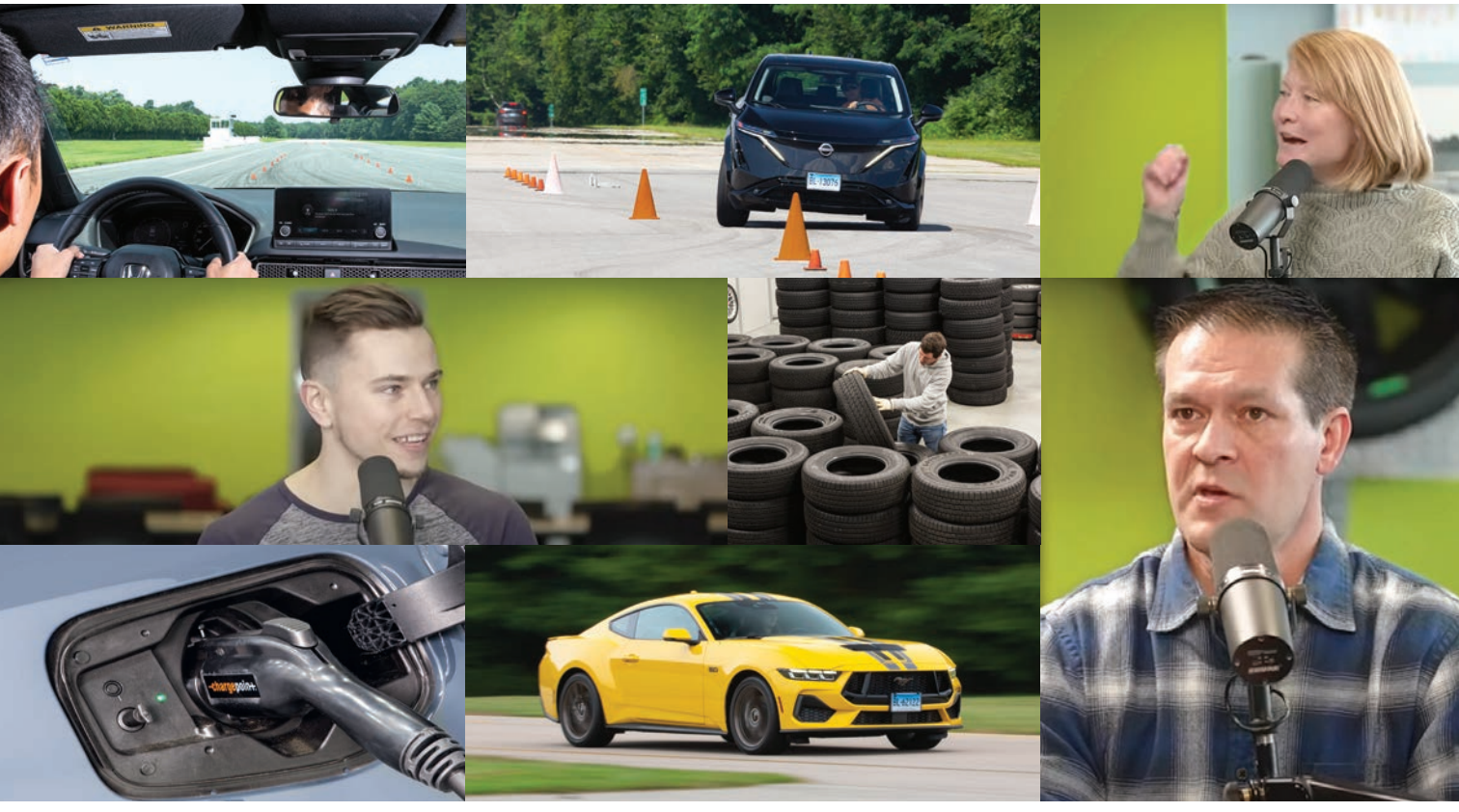
AUTOMATIC HIGH BEAMS

No more guilt because you forgot to turn down your high beams. Cars with this feature switch to low beams when they detect an oncoming car—or even when you're approaching a vehicle from behind.

EREV Extended-Range Electric Vehicle

These are EVs with a small gas engine that recharges the battery, giving the car a range that can exceed 600 miles.

ILLUSTRATIONS BY FEDERICO GASTALDI



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